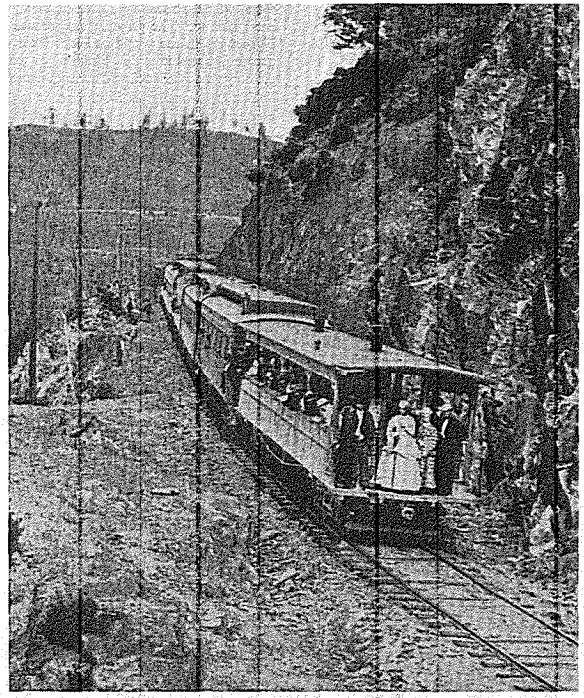
Southern Pacific Bulletin



The De Luxe Atlantic & Pacific Express of the Seventies

MAY - JUNE 1931

Published monthly by Southern Pacific Company, Department of Development and Colonization, in the interest of, and distributed free to, active and retired employes

Southern Pacific Bulletin

ERLE HEATH, Editor
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Signed contributions are invited and should reach the editor by the 15th of the month. Manuscripts and photographs will be returned if requested

Our Seventieth Anniversary

MAY and June are anniversary months of significance in the annals of the Southern Pacific. Sixty-two years ago, on May 10, 1869, the "last spike" was driven at Promontory, Utah, heralding completion of the first transcontinental railroad. That date is deserving of the attention commonly accorded it, marking as it does the accomplishment of a gigantic construction enterprise that time has proven the greatest of all factors in making possible development of the whole western country.

There is, however, a date falling in June that merits recognition, particularly this year, as a "three score and ten" anniversary. On June 28, 1861, the Central Pacific Railroad Company of California, parent of our present company, was incorporated. It was on that day Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker took the first definite steps leading to the building of the transportation system that was to win renown for the "Big Four," and which was destined to take its place alongside the great railroad organizations of the world.

Many and varied are the stories passed down through the years about how this first company came to be organized. No written memoirs were left by the men who played the leading roles. We are obliged, more or less, to let our imagination visualize the dramatic events staged in the back room of the Huntington & Hopkins hardware store at 54 K street in Sacramento.

Schemes for the building of a railroad across the continent had been proposed as early as 1832. Five columns of army engineers were sent into the field during 1853 to survey all possible routes from the Mississippi to the Pacific. There was a growing popular demand for a railroad to weld the nation into a common unit. But there was no money with which to build. Capitalists were not interested in a project so risky.

The little that was known of the West was of a nature to discourage such a venture as building a railroad. The country was undeveloped and practically uninhabited, with little prospect of traffic to pay the expense of operation. Indians would hamper construction work. Mountain roads so steep that wagons had to be lowered down them by ropes were fresh in the memory of emigrants who had come west over the covered wagon route. Construction thru mountains in those days, with pick and shovel, one-horse dump carts, wheelbarrows and black powder, was literally hand carving. The project gave promise of being the biggest job in the world and it is little wonder that people doubted it could be carried to completion in a country that was lacking in money, men and materials.

The stage was all set for the one who possessed the engineering ability and unfaltering enthusiasm necessary to "sell" the idea. Such a man was Theo. D. Judah, youthful civil engineer, who furnished the spark that set the enterprise aflame with action.

After building a railroad from Sacramento to Folsom in 1856, Judah turned his energies toward the great transcontinental of which he dreamed. He made twenty-three trips by foot and horseback over the high Sierra and with the assistance of Daniel W. Strong, of Dutch Flat, found a pass through the mountain suitable for a railroad. He was a delegate to a railroad convention and was sent to Washington to plead the cause in Congress. In the face of ridicule and derision he talked "Pacific Railroad" incessantly, winning a few influential converts but very little money.

Returning to Sacramento early in 1861 he called a public meeting. Collis P. Huntington, a local merchant, was present. His interest was aroused and he invited Judah to call at his store the next evening. Other night conferences quickly followed. Huntington enlisted the support of Mark Hopkins, Charles Crocker, and Leland Stanford, who at the age of 37 was then governor of California. A company was formed; stock subscriptions were pledged; and in a few weeks the four country merchants launched one of the greatest railroad projects of all time. In the undreamed of result of their achievement, born of courage, sagacity and ability, the entire West has shared.

The Family Album

AGNES YOUNG
Nurse, Emergency Hospital, Tucson



IT is not often that we have the pleasure of showing the picture of one of the company's many women employes. The smiling face that greets you pleasantly in this column is that of Mrs. Agnes Young, R. N. The initials mean "registered nurse" and indicate that the lady is recognized as a master of her profession. Mrs. Young is in charge of the emergency hospital at the Tucson shops and handles many clerical details as well as administering first aid. The pain of cut fingers and other minor injuries is greatly mitigated when dressings are applied by this efficient, sympathetic and friendly young lady.

LEROY MAGERS
Timekeeper, Division Office, Tucson



THIS is one of the lads in the Superintendent's office at Tucson who figures out the size of the paychecks of some of the boys. He is Leroy Magers of the timekeeping bureau. Leroy is known from one end of the division to the other and we are sure his many friends will be glad to see his picture. In addition to his many other activities in railroad circles, Leroy is also Tucson Division correspondent for the *Bulletin*, wielding a keen but kindly pen. Humor can sometimes hurt the person written about, but Leroy skilfully avoids this pitfall and his column is always bright without offending.

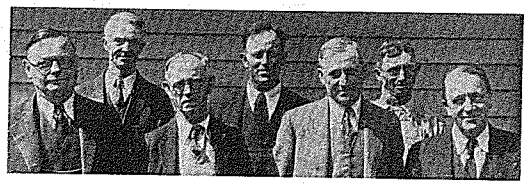
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Employes' "Family Club" on Shasta Division Wins Business for the Railroad

By P. L. BAGBY
Telegrapher-Clerk, Red Bluff, California

Officers and employes will be interested in reading Mr. Bagby's account of what has been accomplished by the "Family Club" in his district in combatting the loss faced by the railroad in freight and passenger business. Employes in several other localities have taken similar action. What has been accomplished elsewhere will be given attention in a later issue. (Editor.)

IN these days of alarming diminishing freight revenues, I would like to pass along to other employes an account of the success attained by the Tehama County Southern Pacific Family Club, organized by the railroad's employes to recapture freight and passenger traffic and increase the use of rail transportation.



Employes at Red Bluff and Gerber who organized the Tehama County Southern Pacific Family Club. Left to right, front row: G. R. Bonham, cashier; C. P. Cusick, agent; P. L. Bagby, telegrapher-clerk; C. B. Hopkins, clerk. Back row: E. H. Nixon, revising clerk; W. E. McDaniel, telegrapher-clerk; W. R. Hester, warehouseman. Mr. Hopkins is located at Gerber. The others are employes at Red Bluff.

For a long time the employes at this station had been considering some means of action for recovering our constantly decreasing freight revenue. Our belief was that many merchants in every town were totally unaware of the business in which most of their customers are engaged, and that, if they were made to realize how much they depend upon the railroad man's money for the success of their business, our work would be simplified.

Finally, we decided upon a program of education. Last November we organized the Tehama County Family Club for the purpose of impressing upon the merchants the value of our individual business. We had cards printed reading, "I am a member of the Southern Pacific Family Club and would appreciate it if you will route your shipments and travel our way, as permanency of my employment depends upon the amount of traffic we handle." One of these cards was signed and handed to the merchant each time a cash purchase was made or a bill paid.

The results were surprising. After the cards had been in circulation for six weeks, Mr. Cusick, local agent, called upon the merchants and secured 180 standing routing orders, and in the time that has elapsed since the movement was inaugurated Red Bluff has recaptured in the vicinity of 150,000 pounds of less-than-carload freight monthly. Local inbound freight movement is actually showing an increase instead of a decrease, as formerly.

The reaction of the merchants to this form of business getting was highly satisfactory. The little card was presented without argument, there was no discussion, and the merchants were given an object lesson in a pleasant way. They were made to realize, as they never had before, how much the railroad man's business actually means to them.

We have received many compliments from the business men of Tehama County relative to the operation of our club. One merchant stated that, before he received the cards, he only thought of Southern Pacific employes as the few that worked in the local office, but when the club members began turning in cards he realized there were many people trading with him he hadn't realized were railroaders.

One merchant said, "I don't receive a great deal of freight, and before I began getting the cards I didn't feel that my few shipments meant anything to the railroad, but I now realize that my few and the few of the others makes quite a volume."

In February of this year a similar organization was formed at Dunsmuir, known as the Siskiyou County Southern Pacific Family Club, with the result that during the first month the Company's less-than-carload movement to that point increased over 100,000 pounds. Similar action is being taken at Gerber and other towns in this district, and in every case the results have been most encouraging.

I want to pass this along as a suggestion, for I am confident that what this section has accomplished in the way of recovering lost business, other towns on the system can do.

The employes associated with me in organizing the Tehama County club are: G. R. Bonham, C. P. Cusick, E. H. Nixon, W. E. McDaniel, W. R. Hester, all of Red Bluff; and C. B. Hopkins, of Gerber, who is also local chairman of the Shasta Division Brotherhood of Railway Clerks.

Editor Urges Greater Use of Rail Transportation

REFERRING to suggestions made at a meeting of the Lions Club that local merchants should give serious consideration to favoring the railroad with a greater share of their transportation business, the Dunsmuir (Calif.) News makes the following editorial comment:

"There is a lot of good, sound sense in the suggestion and every shrewd business man of this city will think twice before consenting to have his freight shipments brought here by truck after considering the importance of having such shipments come by rail.

"The business people of Dunsmuir depend to a very large extent on the Southern Pacific railroad payrolls for their subsistence and it would be only fair play for the local business firms to cooperate with the industry that provides them with their incomes. The railroad company and the company's employes, collectively and individually, have a right to expect this cooperation.

"It may be possible to save a few pennies by patronizing the truck lines, but such saving may be very properly classified as that kind which is 'penny wise and pound foolish' . . . . . What would happen to Dunsmuir if all railroad business vanished?

" . . . . . Their (railroad employes) very bread and butter depends, generally speaking, on the degree of prosperity the railroad company experiences. They can not buy from Dunsmuir merchants unless their jobs are maintained, and they can not be sure of their jobs unless the railroad carries freight . . . . . "

Agent at Ducor Has Strong Defense Against Highway Competition

ON the San Joaquin Division, some miles south of Porterville, is the little town of Ducor. It is much like many other towns in agricultural sections; perhaps even smaller than the average. It is not outstanding in appearance. In fact, the traveler passing through might not even remember its location, unless perhaps he stopped at the little railroad station to transact some business.

D. L. Parker is listed as agent at this station. If you passed him on the street he likely would not attract your attention any more than would any other resident of the town. He has been a soldier. He has been a railroad man for a number of years. He is married—proud of his neat little home that can be seen from the station — proud of his young daughter and her progress at school. In fact, Parker is just about like many of the rest of us, except that he may be a little more of a student than some of us and he does take advantage of, and puts to use, information gained from reading, especially that affecting his job.

But listen to a most interesting story told us by a friend about Parker:

"It was a warm afternoon and I desired information concerning a shipment of goods, so I thought I would see what I could learn at the station. It was cool inside and my first impression was that the man in charge was a neat worker.

"He checked carefully through his bound books to obtain the information I desired. He was pleasant and courteous, but when I mentioned the possibility of handling my prospective shipment by truck—well I learned later he had been a soldier and the mention of truck certainly proved the trumpet call for action.

"While he maintained his pleasant attitude, within a short time that man made me begin to feel ashamed of myself for even considering use of a truck. He must have absorbed everything he ever had gotten his hands on relative to trucks, their methods of operation, their damage to highways with concrete examples of the highway passing through Ducor.

"He told me of the men employed by the railroad at the little town of Ducor—of the extra station help during shipping seasons and of the importance to the town of even the section crew. He made me feel that the railroad, with its buildings, its track and its men, was just about the most important thing in Ducor and made me feel the importance of the railroad to other towns and cities.

"He stated he was only a small cog in this big machine that meant so much to progress, but he made me feel he was an important cog doing an important bit just the same. And I could feel his pride when he pointed to his home and told of the progress at school of his daughter.

"And I knew he had been right when he mentioned, to illustrate a point, how he had gone to the town merchant with his story of the railroad's importance to urge that merchant to discontinue shipments by truck, asking the merchant if he would feel it fair if the agent and other railroad men in the town purchased all their supplies from mail order houses.

"The arguments of the agent were presented in a most friendly manner, which to me were much more impressive than had he become angered or threatening. And, in leaving, there was a suppressed desire to pat him on the back and thank him for giving me such a good lesson in citizenship. He may be a 'small cog' in the huge railroad organization, but he is an important 'cog' to his railroad in his home town."

Parker likely will be more surprised than anyone else when he reads this, for he may not even recall the visit that resulted in the story above related. However, as a reminder, he may remember the newspaper man who was seeking information for a relative.

New Business Is Goal of Many Employes

REPORTS from many sections of Pacific Lines indicating the active interest of employes of all departments in developing business for the Company are being received at the "Bulletin" office. It is probable that data giving more details of this activity will be received for publication in forthcoming issues.

On the various Divisions plans for the mutual benefit of the Company and the employes are being discussed, these reports state. Similar interest also is manifested at the general offices in San Francisco and other points.

As an example, after the "Dollar Day" sales had been instituted to stimulate passenger traffic, Hugh McInnes, secretary to Vice President Felix S. McGinnis, developed a plan for contacting ministers in many states with whom Southern Pacific has cooperated in the past. A friendly letter was sent to each clergyman and within a few weeks the plan had brought considerable new business and established helpful contacts.

In another case, the Southern Pacific Employes' Club at San Francisco arranged for a parade along Market street on May 4 to call attention to the May 8 and 9 "Dollar Day" sales dates. Music was furnished by the San Francisco General Office band, which was followed by nearly a dozen placarded machines of employes who extended a tuneful and novel invitation from Southern Pacific employes to the people of the Bay City to "ride with us" and take advantage of the bargain fares to be offered.

"Most people take a vacation once a year," writes J. E. Lees, who is employed as a gauger at Portland. "Make it a business to see your friends who are taking a vacation and interest them in traveling over our lines. I tried this during the past year and was surprised at the results."

Mrs. T. R. O'Grady writes from Bakersfield suggesting the idea that railroad employes accompany their checks to department stores and other establishments, with advertising literature featuring such events as "Dollar Days" and special excursion fares.

Schedules Changed on Several Important Trains

Several changes were made in passenger train schedules, effective May 3, which affect the running time of certain through trains and cause the discontinuance of a few local trains.

The Argonaut, No. 104, leaves Los Angeles at 5:15 p. m. instead of 6:15 p. m., arriving at El Paso at 7:10 p. m. instead of 7.55 p. m. and at New Orleans the same as formerly. Westbound, the Argonaut leaves New Orleans at 10:40 p. m. instead of 11:10 p. m., and leaves El Paso five minutes later than formerly, arriving at Los Angeles at 8:40 a. m. instead of 8:25 a. m.

Eastbound schedule of the Apache, No. 12, is shortened one hour and five minutes, leaving Los Angeles at 12:05 p. m. instead of 11:00 a. m., and is routed via Gila, arriving at El Paso the same time as formerly. Westbound, the Apache leaves El Paso at 10:10 a. m. instead of 9:55 a. m. and arrives at Los Angeles at 8:55 a. m. instead of 7:55 a. m.

Departure time of the Shoreline, No. 77, from Los Angeles is changed from 8:30 a. m. to 9:00 a. m. so that connections may be made with the Argonaut and Apache. The running time is shortened 10 minutes, with arrival at San Francisco at 11:00 p. m.

On the Overland Route schedule of the Pacific Limited, Nos. 20 and 19 has been lengthened to handle local work between Sparks and Sacramento, formerly done by Trains 23 and 24, now discontinued between the latter points. The Pacific Limited is now routed over the Chicago & Northwestern between Omaha and Chicago instead of over the Chicago, Milwaukee & St. Paul. Eastbound, the Pacific Limited leaves San Francisco at 11:20 a. m. instead of 12:40 p. m. Westbound, it leaves Ogden at 3:30 p. m. instead of 3:10 p. m. and arrives at San Francisco at 4:50 p. m. instead of 3:30 p. m.

The Oregonian is now Nos. 33 and 34 Portland to Ashland, and Nos. 43 and 44 San Francisco to Dunsmuir, operating on same schedule as formerly between those points. Former service of the Oregonian betwen Dunsmuir and Ashland is discontinued. Running time of the Shasta is slightly lengthened to take care of this local service formerly done by the Oregonian.

Western and Stockton Divisions Consolidated

CONSOLIDATION of the Stockton Division with the Western Division, under the name of the latter, became effective May 1 when Geo. E. Gaylord was appointed superintendent to succeed Thos. F. Rowlands, who will take a furlough pending his retirement on pension at the age of 70 years in September.



G. E. Gaylord

Stockton Division was created on November 1, 1910, through a separation of portions of the Western which have again been united in one division. The merger gives the Western control of main line extending from Oakland to Sacramento, via Martinez; Oakland to Brighton (near Sacramento) via Niles Canyon, Tracy and Stockton; Martinez to Biola Jct. (near Fresno) on the "west side"; Lathrop to Biola Jct. on the "east side"; Kerman to Fresno; Elmhurst to Santa Clara; Niles to San Jose; and Sweeny to Niles Jct. Important branch lines included are: Napa, Rumsey, San Ramon, Santa Clara, Ione, Lodi, Oakdale, Raymond, and all the East Bay interurban electric lines. Operation of the passenger ferry boats and car-transfer steamers across San Francisco Bay comes under control of the Western Division and under direct supervision of Capt. Chas. F. Heath as superintendent.

The Western now has a total of 1001.10 miles of main and branch lines, ranking fourth on Pacific Lines, with Rio Grande, Salt Lake and Portland divisions exceeding it in the order named. Adding sidings, industrial lines, etc., to the main and branch lines, the enlarged division now has total trackage of 1875.80 miles, being exceeded by the Salt Lake Division by about 100 miles.

Mr. Gaylord returns to the division on which the greater part of his 44 years of service with the Company have been spent. He came to the division in 1887 as a fireman and brakeman after two years of work on eastern lines. Later he was conductor, passenger director and station master at Oakland Pier, and in 1907 was appointed trainmaster. He became assistant superintendent in 1918 and two years later went to the Stockton Division as superintendent. He was appointed superintendent of Los Angeles Division in 1925, but in 1928 asked to be returned to the Stockton, where he remained until his present appointment.

The merger has resulted in the consolidation of much of the divisions' work, causing numerous changes in personnel of the supervisory forces.

L. R. Smith remains at Stockton as assistant superintendent in charge of operations in the confines of the former division. M. I. Spencer, formerly assistant chief clerk, is now chief clerk of Mr. Smith's office. Also remaining at Stockton are M. A. Michelson, chief dispatcher, and W. H. Hill, car distributor. W. S. Joy and O. S. York remain as trainmasters at Tracy.

Other changes involved in the reorganization are as follows:

F. M. Siefer becomes assistant division engineer on the Western with headquarters at Oakland Pier, resulting in transfer of W. W. Phelps to the Coast, and H. A. Lathrop to the Salt Lake. W. Riseden, former assistant division engineer on the Stockton, goes to the San Joaquin. D. H. Talt becomes office engineer at Oakland Pier.

P. A. Bliss, signal supervisor, takes the same position on the Los Angeles Division. A. L. Robinson, B. & B. foreman, goes to the Tucson as bridge inspector. J. Scott, water service supervisor, takes the same position on the San Joaquin. C. S. Jones, division storekeeper, goes to Dunsmuir in the same capacity, relieving C. J. Pearce, who comes to the Western. W. I. Short assumes other duties in the Store Department.

Geo. Barton, formerly chief clerk at Stockton, takes charge of the office at Oakland Pier, with A. E. Leach retaining his same position as assistant chief clerk. L. E. Howe comes to Oakland Pier as head timekeeper and H. M. Winton becomes head clerk of maintenance of way.

In the Motive Power Department H. J. McCracken goes to Sparks as assistant master mechanic, and W. C. Davis goes to the Shasta as road foreman of engines.

Best Wishes Extended Retiring Veteran

THOS. F. ROWLANDS has retired from the superintendency of the Western Division where he has been in charge for more than thirteen years. A few months of furlough will precede his official retirement on pension in September, after more than 43 years service.



T. F. Rowlands

Mr. Rowlands began his railroad career as telegrapher for the Chicago, St. Paul, Minneapolis and Omaha Railroad at Mankato, Minn., in 1876. Five years later he went to the Oregon Short Line as agent at Butte, Montana, and at other stations on that line. He came to the Southern Pacific as telegrapher at Toano in 1888 and two years later went to Ogden as clerk to the superintendent. He was dispatcher, chief dispatcher and trainmaster in succession at Ogden and in 1906 was appointed assistant superintendent at Sparks. After four years in that position he became superintendent of the Salt Lake Division with headquarters at Ogden, where he remained until 1918, when he was appointed superintendent of the Western Division.

Mr. Rowlands' friendships in and out of the railroad organization extend far beyond Oakland Pier and the Western Division. That he may enjoy many years of good health and happiness is the earnest hope of us all.

Operating Department Changes Cause Re-Appointments

Discontinuance of the assistant superintendent's office at Eugene; creation of a trainmaster position at Salinas; and merging of trainmaster districts on the San Joaquin Division, resulted in a series of changes in Operating Department positions effective May 1.

L. C. Gram, formerly assistant superintendent at Eugene, returns to Sparks in the same capacity. T. J. Foley returns to Dunsmuir as assistant superintendent, relieving J. J. Sullivan, who becomes trainmaster of Shasta Division. Other appointments were: B. S. Bauman, trainmaster, Sparks; G. H. Moore, trainmaster, Susanville; G. H. Kilborn, trainmaster, Roseburg; F. W. Cantrell, chief dispatcher, Portland. C. H. Eva returns to his former position in the dispatcher's office at Portland.

L. Kocher was appointed to the new trainmaster's position at Salinas, with E. C. Pearce taking over the trainmaster district at Lordsburg, and S. H. Bray, formerly trainmaster at Mojave on San Joaquin Division, relieving Pearce at Carlin.

War Veterans in San Francisco Organize Legion Post

Railroaders living in the San Francisco Bay district who served with the army, navy or marine corps during the World War are to be given the opportunity of joining a strictly Southern Pacific Post of the American Legion if plans now under way materialize. The Post will be No. 412 and steps are now being taken towards its organization. Temporary officers elected include: George Thyberg, commander; Ralph Ott, adjutant; W. J. Lande, finance officer; Jas. L. Broz, first vice commander; A. A. Hart, second vice commander; F. J. Paquette, historian; C. Holland, sergeant at arms; O. Emig, assistant sergeant at arms; and

Jas. Gannon, chaplain. An entertainment committee has been appointed, including F. J. Paquette, W. J. Quinn and R. Cone. The membership committee is composed of A. W. Gibbons, E. H. Hills, Jr., and C. Holland.

At the present time, the rolls of the Post are open for charter members. As a special inducement, the initiation fee and dues has been set at $3, which membership will remain in effect until October 20, 1931.

Organization of th Southern Pacific Post has the hearty sanction of the management and it is expected that a number of the company's officers will become members.

Southern Pacific Man Writes Mountain Play

The Mountain Play Association, which for the past seventeen years has presented an original play annually on the slopes of Mt. Tamalpais, California, will, on May 24, present "The Trail of the Padres," the work of F. S. Smith, information clerk at the Ferry Building, San Francisco.

Mr. Smith is widely known in northern California both as a dramatist and an amateur actor of distinction.

The annual performance of the Mountain Play Association is one of the outstanding events of northern California's outdoor life, and is largely attended, the audiences usually numbering around seven thousand people.

When it is remembered that in years past the plays presented have been of the highest standard, by internationally famous dramatists such as Ibsen, Hauptmann and Lord Dunsany, the selection of Mr. Smith's play is a high honor and a signal recognition of his ability as a playwright.

Margaret—"Does your husband ever take any hard exercise?"

Marian—"Well, last week he was out seven nights running."—Ex.

Promotion of Myers Brings Changes in Freight Dep't

WITH the promotion of B. D. Myers to the position of general agent of the Freight Traffic Department, with headquarters in San Francisco, a number of new appointments became effective May 1 in the freight department.



B. D. Myers

Mr. Myers, who entered the service as a student railroader at Lodi in 1890, had been district freight agent at San Francisco since March, 1918.

Press Bancroft, district freight agent at Oakland since January, 1930, takes the same position in San Francisco. Mr. Bancroft started his railroad career in 1902. He has been district freight agent at Phoenix and Salt Lake City and general agent at Salt Lake City.

C. M. Biggs, who has been district freight and passenger agent at Klamath Falls since January, 1930, becomes district freight agent at Oakland. Mr. Biggs has been with the Company since January, 1917. He has been city freight agent at Seattle, industrial agent at Portland, and general agent at Seattle during that time.

L. L. Graham, formerly district freight and passenger agent at Eugene, has been transferred in the same capacity to Klamath Falls. He came to Southern Pacific in October, 1908, and, before taking charge of the traffic office at Eugene in August, 1923, he had been an agent and operator.

I. L. Kelly, who has been district freight agent at Fresno since January, 1930, becomes district freight and passenger agent at Eugene. Mr. Kelly was a telegrapher and clerk at Fresno after entering the service in July, 1900, and was later district freight and passenger agent at Oakland.

T. Bergerson moves from district freight and passenger agent at Reno to district freight agent at Fresno. He started as operator and agent in 1903. Later he was traveling freight and passenger agent, and also livestock agent at Reno.

I. T. Sparks, formerly district freight and passenger agent at Merced, transfers to Reno in the same capacity. He started service with the Maricopa & Phoenix Ry. in 1903 and has been traveling freight and passenger agent for the Arizona & Eastern; commercial agent and district freight and passenger agent for Southern Pacific at El Centro; and district freight and passenger agent at Eugene.

P. P. Daugherty, formerly chief clerk in the district freight office at San Francisco, is appointed district freight and passenger agent at Modesto. He started with the Company as tariff clerk in 1916 and was made chief clerk in 1923.

W. P. Jennings comes from the position of traffic manager of the Central California Traction Company, in which Southern Pacific has a one-third interest, to accept the appointment as assistant district freight and passenger agent at Stockton. He previously held various positions in the General and District Freight Offices of the Southern Pacific at San Francisco.

Mayo Leaves T. & N. O. Service

H. M. Mayo, who has become widely known over the Company's rail and steamship lines from coast to coast through his connection with the T. & N. O. lines as editor of the *Bulletin* at Houston and superintendent of safety, has voluntarily retired from active service, effective May 1. The best wishes of Mr. Mayo's host of friends go with him.



Officers and employes at Sacramento General Shops observed the winning of the 1930 Safety Banner with fitting ceremonies on April 7. James Hall, veteran master car repairer, presided. The presentation was made by J. B. Monahan, supervisor of safety, and H. C. Venter, shop superintendent, made the acceptance address. Members of the General Shops & Stores safety committee, whose work was largely responsible for winning the trophy in competition with the Los Angeles and El Paso shops, are shown in the above picture. Top row, left to right: J. B. Monahan, Fred Osterloh, F. Blackwell, Joe Mehling, H. Lefebvre, J. Mugford. Second row, left to right: A. McAdams, J. Armstrong, Roy Snyder, W. J. Taylor, L. A. Phillips, Joe Bocchi, C. T. Bardsley, R. Hicks. Bottom row, left to right: J. Hall, H. E. Pitman, Joe King, E. H. Polk, H. C. Venter, A. C. Hitchens, A. De la Torre, Geo. Dangler, M. Petrali.

Eleven Years Without a Fatality to a Passenger

World's Longest Automatic Block Signal System and Vigilance of Employes Help to Set Record in Safety

ESTABLISHING a record for safety in train operations never before equaled in the seventy years of the Company's existence, Southern Pacific has completed an eleven-year period during which time the life of no passenger was lost in a steam-train accident anywhere on the railroad's nine thousand miles of main and branch lines in the six western states that comprise the Pacific Lines.

As a matter of fact, there is less hazard of accident in traveling on a railroad train than in staying at home. During the last eleven years a total of 435,926,569 passengers, or nearly four times the total population of the United States, were carried over the Pacific Lines an accumulated distance of 17,293,308,123 miles, or the equivalent of 694,455 times around the earth, without the loss of life of a passenger in a steam-train accident.

This achievement is attributable to perfect functioning of many human and mechanical factors. Automatic block signals are of prime importance in safeguarding the movement of trains and passengers. Southern Pacific has more mileage equipped with these signals than any other railroad in the world. Last year 292 additional miles of signals were installed on primary main lines, and, at the present time, the movement of every train over the more than 4700 miles of the Company's main trunk lines extending from San Francisco to Portland, Ogden, Los Angeles and El Paso, is guarded by automatic block signals. Supplementing this protection, more than 270 miles of line are equipped with automatic train control or signal dispatching system.

Accidents Are Reduced Among Employes

IN addition to the safety accorded passengers traveling over the Company's lines, employes of the Pacific Lines are establishing a remarkable record for safety in their own work. For nearly seven months, from October 9 last to May 5 this year, there was not a fatality caused by accident among the more than 45,000 employes engaged in all branches of the service. During the same time there was a reduction in personal injuries of 55 per cent as compared with the corresponding period of last year.

In addition to the automatic signals, modern equipment, solidly built roadbed, and the thorough training of all employes entrusted with the movement of trains, are other factors in assuring safety to the traveling public.

Railroads throughout the country have been making extraordinary strides in improving the safety of train travel. For each fatality in train accidents last year, the railroads carried 101,571,000 passengers. This was the best record ever attained in the United States, according to reports of the Interstate Commerce Commission. During 1930 only seven passengers lost their lives in train accidents in this country. This was a reduction of three under the previously low record made in 1927.

This remarkable safety record in 1930 has been brought about by the railroads through improvements in and the better physical condition of equipment, installation of heavier rail, constant improvements in signaling devices and operating methods, and through the concerted efforts of both officials and employes to promote safety in every way possible.

Class I railroads of the United

Foremen Who Have Had "No Accident" Record for Five Years or More

Stockton Division

Accardo, J.; Ayala, M.; Casad, O.; Delgado, F. A.; Dinneen, D.; Fachner, D.; Garappo, J.; Guevara, J.; Hamrick, C. O.; Hildreth, E. C.; Jarvis, C. F.; Johannce, P.; Kahagas, T.; Keane, W. C.; Knight, F. M.

Neidan, K.; Nick, H.; Olsen, A. F.; Ortega, A.; Paez, M. A.; Pappas, C.; Peron, A.; Ponterelli, V. S.; Sevoulos, A.; Smith, T. B.; Terry, E. A.; Vance, C. L.; Villicana, N.

Tucson Division

Baker, A. R.; Ball, J. C.; Beckett, J. M.; Bell, H. S.; Bevan, A.; Board, K.; Briscoe, W. F.; Brunner, J.; Calmelaw, M.; Campbell, J. H.; Castillano, J.; Castillo, S.; Cole, C. D.; Conway, C. W.; Dahlgren, J.; Davis, J. S.; Dixon, C. B.; Dominquez, J.; Edwards, S.; France, C.; Fuentes, F.

Galligan, J. J.; Garcia, A.; Giggons, T. B.; Grimley, P.; Halbert; Hardin, W. C.; Hawkins, M. E.; Hoba, S.; Hodges, N. O.; Hufft, J. M.; Jarratt, M.; Jasco, R.; Johnson, F. F.; Kelleher, C. E.; Kelso, W. E.; Lavin, P.; Lindley, G. T.; Moeller, A.; Moore, J. O.

Nieto, P.; Pennington, B. F.; Perry, J. H.; Rojas, R. J.; Ross, O. M.; Smith, G. A.; Staggs, W. G.; Tischler, F.; Vasquez, R.; Vaughn, W. P.

Salt Lake Division

Andreini, L.; Andreozzi, M.; Benassini, A.; Benedetti, A.; Bianchini, G.; Bonucelli, M.; Buonanoma, W.; Burg, C.; Byrne, H. M.; Carr, J. A.; Carto, E.; Caseri, A.; Chiantelli, S.; Coleman, Clyde; Di Sanzi, A.; Downing, C.; Ducci, R.; East, R.; Erginaga, A.; Frank, J.; Frantzen, J.; Friberg, A. W.; Fugita, C.; Ginsti, A.; Gonzales, F.; Gonzales, M.

Hamlyn, C. G.; Isola, A.; Isola, V.; Johnson, F. E.; Jones, E. W.; Landucci, W.; Little, N.; Lorentz, J. A.; Mallon, M.; Manfield, T.; Mariani, F.; Marriott, B.; Martini, J.; Masago, S.; Mastroianni, P.; Menicucci, G.; McAvoy, P.; McBride, C.; McNally, F.

Nikolous, P.; O'Brien, W.; Ogasawara, K.; Pedler, A. E.; Pelter, J. G.; Penman, J.; Ratti, J.; Raymondo, D.; Stefannini, G.; Stevenson, A.; Taddi, S.; Tofanelli, G.; Torakawa, J.; Tuccori, D.

Sacramento Division

Backarich, J.; Barker, J. L.; Bank, F. H.; Craze, W.; Curtin, W. L.; Darby, W. E.; Draper, E. E.; Fitzgerald, J. E.; Petterson, J. N.; Riddell, J.; Rovetti, O.; Schab, L. P.; Sheets, T. H.; Taylor, S. E.; Twomey, J.; Watamura, W.

Sacramento General Shops

Dolensky, R.; Pfyffer, Otto J.; Schorn, Wm.; Tucker, H. J.

San Joaquin Division

Baptista, P.; Casey, J.; Chiclerica, H.; Curran, D. J.; Dames, P.; Delay, J.; Edwards, H. M.; Freese, A.; Frye, A. L.; Garcia, A.; Hamilton, A. W.; Hickox, S. A.; Hodnett, J. W.; Joyner, C. E.

LeClaire, J.; Montezuma, P.; Partin, G.; Ramirez, F.; Ring, T. J.; Simmons, C. A.; Spagapplos, T.; Trevizo, S.; Xedis, P.; Zapantos, T.

Western Division

Bardinotsis, A.; Bottorini, J.; Brosnan, P.; Dimotsis, G.; Ekeberg, G.; Freskan, J.; Lewellyn, M. T.; Moore, J. O.; McLaughlin, E.; O'Connor, T.; Poulekas, G.; Rodrigues, A.; Shepherd, E.; Simas, J.

Coast Division

Catanis, J.; Costa, S.; Gilfether, F.; Hartman, J.; Johnson, C.; Knudsen, Sam; Mirando, M.; Veet, J.

Los Angeles Division

Bronizer, W. H.; Crum, J. M.; Crusan, C. R.; Curtis, H. H.; Downey, M. J.; Espinoza, F.; Eyraud, F. F.; Handy, H. B.; Hudson, L.; Jones, W. F.; Martinez, J.; Mencar, H.

Petersen, W. C.; Robles, S.; Salazar, R.; Severtson, P. K.; Siannis, G.; Sudduth, J. R.; Sullivan, J.; Varicle, R. H.; Williams, W. M.; Woulfe, J. J.

Los Angeles General Shops

Chapman, E. P.; Johnson, A. E.; Roehr, F. J.; Washburn, S. S.

El Paso General Shops

Hart, W. P.; Kurman, S. E.

Shasta Division

Allen, S. C.; Codamo, J.; Cecatto, J.; Finneran, A.; Flackus, Wm.; Kostakis, G.; Lima, B.; Manera, D.; Manera, V.; Maxwell, W. G.; Pulos, G.; Real, W. L.; Reginato, L.; Sanford, C. J.; Silva, D.; Tillman, C. B.

Portland Division

Bailey, J. H.; Ballentyne, J. S.; Bauer, M.; Booker, W. A.; Bookey, G. R.; Bottaf, G.; Brady, J. J.; Burchfield, C. R.; Byrd, C. C.; Chamberlain, D. R.; Chimpouris, G.; Colatorti, V.; Collis, P. T.; Copenhaver, R. H.; Coy, T.; Cronin, B.; Demezas, J.; Desimini, D.; Dilley, A. B.; Donelan, M.; Dunkin, D. H.; Edwards, E. E.; Enger, O.

Geist, C.; Goff, E. G.; Gray, W.; Guard, D. L.; Gustafson, O.; Hack, J. A.; Hardisty, G. A.; Havens, T. J.; Henagin, H. F.; Henderson, J. H.; Howard, A. L.; Howard, E. J.; Hurford, F. C.; Jinks, O. A.; Johnson, G. K.; Johnson, J. L.; Jones, J. W.; Jones, W.; Kenneth, C. H.

Leet, F.; Lehman, A. C.; Lindland, O.; Makinster, H.; Mankin, G. C.; Mann, C. F.; Medley, E. B.; Miller, A. J.; Miller, L.; Morris, G.; Morris, J. W.; McCormick, F.; McKibben, J. C.; McReynolds, S. R.; Newhouse, J.

Olson, L.; Persyn, C.; Peterson, L. E.; Peterson, W. R.; Reinke, C. E.; Richardson, L. G.; Rimstidt, H. L.; Rust, V. M.; Schaffer, J. M.; Shreve, D. D.; Simot, P.; Smith, P.; Siangarone, N.; Steger, H.; Steinbrugge, H. F.; Stokx, P.; Stoller, E. H.; Stone, H. J.; Strout, E. D.; Swanson, P.

Tolson, G. F.; Tonole, S.; Troudt, C.; Turner, H. E.; Tuttle, L. F.; Underhill, J. K.; Waite, S. B.; Walker, N. E.; Waske, G.; Weiss, F.; Weiss, L. J.; Winkleman, A.

Rio Grande Division

Abila, A. O.; Adams, R. L.; Ayers, W. J.; Bays, J. M.; Beckett, W. A.; Bell, S. M.; Bernard, L. B.; Blake, P. P.; Brown, A. C.; Campbell, J. A.; Chavez, J. L.; Climer, A. C.; Cochrane, G. E.; Cooper, J. M.; Coughlin, J. L.; Sr.; Daniels, H. C.; Dugger, W. G.; Elkins, C. D.; Fisher, H.; Florez, H.; Florez, L.

Gregory, F. S.; Gruer, J. A.; Hale, M. F.; Hancock, W.; Haro, J.; Harris, L.; Hern, A. J.; Johnson, N.; Johnson, S.; Kent, R. E.; Lindly, S. T.; Lofton, F. W.; Mapes, C. J.; Mares, C.; Maulding, J.; May, S. D.; Miller, C.; McClintock, L. P.; McDonald, J.

Nelson, D. R.; Norris, M. G.; Parks, O. M.; Peacock, F. C.; Pelty, F. V.; Porter, V. S.; Quinn, J.; Randle, H. C.; Reeves, C. G.; Reichelt, G. R.; Roberts, T. F.; Robertson, C. B.; Robinson, R.; Rush, E.; Schrempp, C.; Stallings, G. P.; Stamper, A. B.; Wargoner, B. C.; Walley, C. M.; Walter, D. T.; Warren, D. D.; Woodard, R. P.

States in 1929 spent $298,000,000 for the improvement of safety and protection of employes and the general public, and tentative reports indicate that a slightly larger sum was spent for that purpose in 1930.

Martin Family of Railroaders Hold Reunion

A family reunion of unusual distinction was held in Los Angeles on April 14, when the Martin "boys" met at the home of Julius Martin. The four brothers present have an accumulative railroad service of 119 years. Julius, who acted as host at the reunion, was with Southern Pacific for almost twenty years as shop clerk and engineer at Los Angeles. Russell C. Martin retired on pension after 34 years as a fireman and engineer on the Los Angeles Division. Chas. A. Martin was a fireman and engineer for 19 years. Jesse C. Martin, now of Santa Rosa, was retired on pension after 46 years' service with the Company as engineer, fuel expert and road foreman of engines. It was Jesse who operated the first locomotives for the Company in the experimental use of oil as fuel. Two other members of the Martin family, Frederick C. and Norman K., were also with the Southern Pacific for many years, giving the entire family a total of 166 years 9 months' service with the Company.

D. W. Dower Appointed Ass't. Signal Engineer

D. W. Dower, who has been appointed assistant signal engineer, entered the service in September, 1905, as signal apprentice on the Coast Division. He became a signal foreman in 1907 and in 1911 was made assistant supervisor, serving at various points until 1918, when he was promoted to principal assistant signal supervisor, Los Angeles Division. In April, 1920, he was made signal supervisor of Los Angeles Division.

Popular Doctor Leaves to Take Care of Private Practice

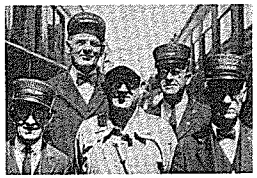
Dr. George Lee Eaton, for many years associated with the Company's General Hospital in San Francisco as a specialist in urology, has resigned from the hospital staff to devote himself to his rapidly growing private practice. Employes over the system who come under Dr. Eaton's care will regret that he has considered it advisable to discontinue his service with the Company.

Graduating from the medical departments of the University of Vanderbilt and the University of Nashville, Dr. Eaton began his practice in Oakland, California, during 1894. He became associated in 1915 with the General Hospital as a consultant in urology and in 1918 took charge of the Department of Urology.

The Burro and the Doodlebug

TO the reader, the heading of this article is apt to indicate that it is a fable for children, but it is merely a story of two Southern Pacific trains.

Railroad trains, to those who work with them, are animate things, taking the characteristics of living beings. The traveling public rarely refers to a



Crew of the "Burro." Left to right: Alfred Irwin and G. P. Martin, conductors; Sam S. Falvey, engineer; L. L. Lewis and C. H. Haas, brakemen. Jim Sleeter, fireman, is not in the picture.

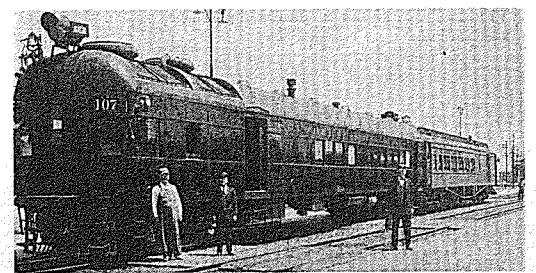
train by number, but rather to the name given it, or to the time it departs from their home city. Railroad men have a language of their own, and if a train does not bear a regular name it is not long before they attach to it an appellation that is both striking and descriptive.

Take, for instance, the passenger train operating between Tucson and Nogales. Twenty years ago this local train, serving the 66-mile stretch between the two points, started from Tucson each morning, returning from Nogales in the evening. It carried passengers, express and mail, and its arrival was the daily event in the little towns it passed through. It was designated only by prosaic numbers, but, probably because of its faithful plodding, day in and day out, carrying goods and passengers alike, faithfully serving the Company's patrons, it soon was designated by the railroad men as the "Burro," the typical Arizona beast of burden. The name spread and soon the train bore no other title to railroaders and travelers alike, its official number becoming a mere formality on the timetable. The "Burro" is still operating as it did twenty years ago, but for some unknown reason its name has fallen into disuse, probably because it now bears the proud and official name of "Mexican Express."

A few years ago the daily steam train in local service between Tucson and Phoenix was discontinued and a gasoline car substituted. Hardly had it made its appearance before its size, compared with the steam locomotives, won for it the title of the "Doodlebug." Again, characteristic. Small, but fast. It scoots along the rails, much like the image conjured up by its colorful name.

The crews operating these two trains alternate their runs every second day. One day a train crew will make the run Tucson to Nogales and return, the following day taking the "Doodlebug" to Phoenix and back. The other crew will operate Tucson to Phoenix and back the first day, and on to Nogales and back the second day. The engine crews, however, do not alternate, but remain on the same run.

At the present time one of the train crews consists of G. P. Martin, conductor, and L. L. Lewis, brakeman. Alfred Irwin, conductor, and C. H. Haas, brakeman, make up the other crew. Sam Falvey is now engineer on the Nogales run, with Jim Sleeter firing. On the "Doodlebug," between Tucson and Phoenix, Ben Cheek "gives her the gas" and enjoys it, it being one of the few cases where a man can "step on it" without being fearful of the consequences of meeting a traffic cop.



The "Doodlebug" and its crew. Left to right: Ben Cheek, engineer; L. L. Lewis brakeman; G. P. Martin conductor.

Arkeology

Cora Ann—"Granddaddy, were you in Noah's Ark?"

Granddad—"Why, no."

Cora Ann—"Then, why weren't you drowned?"—Ex.

Revenues of 1930 Were Lowest in Ten Years

THE Company's annual report for 1930 carries more than usual interest to employes. The nationwide depression in practically all lines of business, which developed late in 1929 and carried through 1930, necessitated the adopting of economies in the railroad's operations. These changes have been evidenced in all branches of service and their effect in helping to overcome in some measure the severe losses of traffic revenues is indicated in the report just issued to the 54,858 stockholders.

Total railway operating revenues of the Southern Pacific Lines for 1930, representing the money collected from freight and passenger traffic, mail contracts, express shipments, dining car service, excess baggage, switching charges, etc., but not including revenues from affiliated companies or earnings from investments, amounted to $258,758,128.74. This was the smallest for any year since Federal control and was 16.79 per cent less than the record year of 1929, when a total of $310,969,138.43 was reached.

Railway operating expenses, or what the Company paid for producing transportation during the year, amounted to $187,644,861.44, a reduction of 14.59 per cent under the previous year. Included in this item are the costs of labor, fuel, materials, claims for damage to freight or injuries to persons, maintenance of equipment and roadbed, expenses of traffic solicitation such as advertising and preparing tariffs, as well as accounting and legal expenses, relief and pension payments, and other general charges.

Slightly increased earnings from the Pacific Fruit Express Company, the Pacific Greyhound Corporation, and the Southern Pacific Golden Gate Company (ferries) bolstered the income from affiliated companies, but when all items of revenue and expense were considered, the net income to the Company for 1930 amounted to $29,842,181.80, which was $18,518,601.41, or 38.29 per cent less than for the previous year.

Revenues from freight traffic decreased $37,985,527.74, or 16.40 per cent. There was a decrease of 2,729,714,696 ton-miles in the volume of revenue freight carried. This reduction was due, principally, to curtailed activities in business. The situation was made worse by a short crop of cotton in Texas and a citrus crop more nearly approaching normal compared with an exceptionally heavy crop the previous season. In addition, the freight revenues suffered from increased competition of unregulated motor trucks, pipe lines and the Panama Canal. From August to December last year, motor trucks carried more than one million bales of cotton to Texas Gulf ports alone.

In an endeavor to recapture the freight traffic lost to motor trucks, the Company has organized the Pacific Motor Transport Company and the Southern Pacific Transport Company, which render a store-door pickup and delivery service of less-than-carload freight. The service has been extended quite generally through California and Oregon by the former company, while the latter company is operating in the Texas and Louisiana territory. Under this arrangement the line-haul of shipments continues to be handled by the railroad, while the pickup and delivery service is rendered by local transfer companies, or draymen, working by contract with the transport companies. The service is increasing in popularity and the prospect for recapturing freight is promising.

Natural gas pipe lines, aggregating 1027 miles, were constructed in California during 1929 and 1930. Further extension of these lines will be made during the present year, including 250 miles of pipe line in southern California. Another line is projected from Milpitas to San Francisco; and a line is under construction from El Paso through Douglas and Bisbee to Cananea, Mexico, which will serve copper smelters that have been users of large quantities of fuel oil. When these gas lines are completed, there will be a permanent loss of freight revenues from the movement of fuel oil.

During the year a hearing was held before the Interstate Commerce Commission in connection with Southern Pacific's application for authority to establish rates between Atlantic and Pacific ports via the Company's steamship and rail lines, which would make possible the obtaining of a share of the traffic now moving by water carriers through the Panama Canal. A proposed report has been issued by the examiners recommending the relief sought. The matter is now waiting final decision.

Passenger revenues continued to decline, the decrease for 1930 compared with 1929 being $7,068,156.53, or 14.08 per cent, the result largely of a decrease in both local and through passenger traffic due to the prevailing business conditions, and to the continued inroads made by motor coaches, private automobiles and airplanes.

Every effort is being made to bolster passenger traffic business. This is being done by putting into effect lower experimental fares between various points, both for one way and round trip travel; by the installation of new and up-to-date passenger equipment; and by the substitution, on certain lines, of other forms of transportation by means of which more frequent service can be given than would be profitable by steam passenger trains.

Pacific Greyhound Corporation and Southland Greyhound

Do You Want Copy of Annual Report?

The *Bulletin* has a supply of extra copies of the Company's annual report for last year. The Editor will be glad to send you one at your request. The article on this page is a resume of the report.

Status of Employes' Relief Loan Fund

Following is the status of the Employe Relief Loan Fund at the end of April:

January and February contributions of officers and employes who subscribed to the Fund	$ 83,757
January and February contributions of Southern Pacific Company	83,757
Total contributions to date	$167,514
Total amount of loans approved from December 12, 1930, to May 1, 1931	119,450
Balance remaining from total contributions	$ 48,064

The following tabulation shows the occupational classification of borrowers from the Fund:

	First Loans		Repeat Loans		Total Loans	
Occupational Classes	*Number*	*Amount*	*Number*	*Amount*	*Number*	*Amount*
Maintenance of Way and Structures	35	$ 1,571	15	$ 592	50	$ 2,163
Maintenance of Equipment	475	23,139	312	14,172	787	37,311
Train and Engine Service	631	34,855	461	23,871	1,092	58,726
Other Transportation Service	121	6,506	86	4,330	207	10,836
Clerical workers, all departments	74	3,532	62	2,757	136	6,289
Miscellaneous	76	3,059	25	1,066	101	4,125
Totals	1,412	$72,662	961	$46,788	2,373	$119,450

A total of 5,431 borrowers and their dependents were aided by the 2,373 loans.

Thirteen borrowers who have obtained employment have repaid a total of $226 on their loans.

The third payroll deduction from earnings of subscribers to the Fund will be made on May second period payrolls.

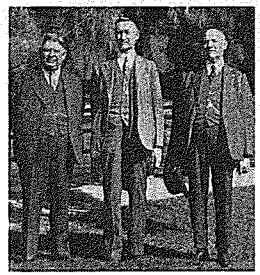
FRANK MULKS A. J. HANCOCK F. L. MCCAFFERY C. M. SCOTT M. E. MAURER

Board of Trustees, Employe Relief Loan Fund

Lines, in which motor coach companies Southern Pacific holds a one-third interest, operates over 10,877 miles of bus routes extending from Portland through San Francisco, Los Angeles, San Diego, El Paso and Houston to Lake Charles, Louisiana, and from San Francisco east to Salt Lake City. Net income of the Pacific Greyhound Corporation amounted to $413,906.53.

Southern Pacific Golden Gate Ferries, Ltd., in which company Southern Pacific has one-half ownership, owns 28 auto ferry boats used on San Francisco Bay. A total of 6,117,186 vehicles were transported during the year, an increase of 4.50 per cent over 1929. The net income for 1930 amounted to $1,004,493.89.

Economies effected in operations, made necessary by decreased revenue from traffic, were accomplished without impairing efficiency or safety. The properties are in excellent physical condition as a result of the large sums expended during past years for improvements, extensions, and maintenance. During last year, 292 additional miles of primary main lines were equipped with automatic block signal protection; 40 miles of line were equipped with signal dispatching; the 5600 - foot Martinez - Benicia bridge was completed; a new line, 5.78 miles, was completed from Sandia to Holtville in the Imperial Valley; a new engine terminal at Taylor (Los Angeles), providing an 18-stall engine house, 120-foot turntable, machine shop, boiler house and related facilities was placed in operation in July; approximately 22 miles of second track was placed in service, leaving only 183.51 miles to complete double-tracking of the entire line between Oakland and Ogden, and 33.42 miles between San Francisco and Watsonville Junction; a new passenger station was completed at Stockton and construction was begun on Bonito Dam, costing $530,000, which will provide a more dependable water supply on the line between Carrizozo and Pastura, N. M.



Charles McComas (right) engineer, SanJoaquin Division, who retired January 1, after 48 years service. On the left is J. D. Brennan, superintendent of the division, who at one time served as a conductor on the Coast Line with Mr. McComas at the throttle. In the center is F. M. Worthington, former superintendent of the San Joaquin Division, who in earlier years served as a freight brakeman on trains pulled by Mr. McComas. McComas never had an accident and retired with his record as clear as the day he was first employed.

S. P. Man Heads Railway Club

Frank E. Russell, mechanical engineer of Southern Pacific, has been elected president of the Pacific Railway Club. Wm. R. Parker, road foreman of engines, Western Division, is treasurer of the organization, and Wm. S. Wollner, director of public relations, Northwestern Pacific, is executive secretary. The club has a membership of nearly 1000, including officers and employes from all branches of service of the Pacific Coast railroads.

Daughter of Pioneer Donates Relics to S. P. Files

Mrs. Edith Hinkle, of San Diego, has donated some valuable and interesting early-day documents to the historical files of the Company. The relics include several tickets, waybills and letters which passed between her father and officers of the Southern Pacific. Her father, John F. Harbison, was a pioneer resident of Sacramento and San Diego. He shipped in from Pennsylvania some of California's first fruit trees, and at one time he was the largest producer and shipper of honey in the world. His bees were brought into California in the early '50's.

Monthly Payment Plan for Life Insurance is Offered

As announced in previous issues of the *Bulletin*, the Southern Pacific Club has made arrangements with one of the world's largest and oldest life insurance companies to cover our employes on a monthly payment basis.

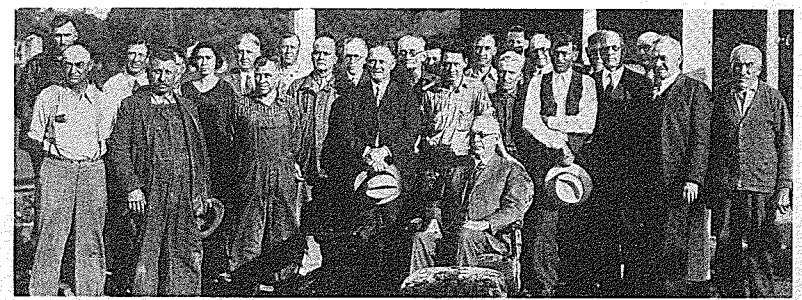
This plan is now working smoothly, and employes all over the system are being furnished this protection. No obligation whatsoever is involved in filling out and sending in the coupon below for information. Just fill it out and mail same to L. J. Lyons, Southern Pacific Club Insurance Manager, Southern Pacific Building, 65 Market Street, San Francisco.

Please give me more information about the S. P. Club Salary Savings Life Insurance Plan.

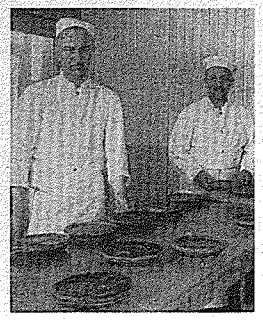
Name of Employe .....
Department .....
Location (Division) .....
City or Town.....
Local Telephone .....

Retiring Agent is Guest of Honor at Banquet

Honoring Smith Misner, who recently retired as agent at North Los Angeles, a banquet was tendered him by the Chamber of Commerce of that city, which was attended by about 125, including the president and secretary of each chamber of commerce in the San Fernando Valley, eight in all. During the evening, Mr. Misner was presented with a scroll, signed by his many friends, in appreciation of his long years of service.



Group of Stockton employes who were present when C. Eckland, roundhouse foreman, was presented with several household gifts on the eve of his retirement on pension after 31 years 9 months' service with the Company. The veteran is shown sitting in the large comfortable chair.



John Otto, right, and Andy Livijich, who are chef and assistant chef in the Company's station restaurant at Sacramento. Their pastries and pies have earned for them an enviable reputation. John has been with the Company more than twenty-two years, and Andy is entering upon his fifth year of service.

Oregon Merchant Pledges His Traffic to Railroad

Predicting that merchants will soon learn the inadvisability of diverting all their traffic to motor truck lines, one of the leading hardware dealers of Reedsport, Oregon, pledges his support of recently inaugurated pick-up and store-door delivery service by the Pacific Motor Transport Company, in a letter to L. L. Graham, formerly district freight and passenger agent at Eugene.

"I think the average merchant can see handicap in truck support," he writes, "and, with fair solicitation exposing the injury, you will see an immediate transfer back to the railroads."

San Diego Employes Hold Big "Get Together" Meeting

One of the largest get-together meetings ever held by the San Diego & Arizona Railway Company took place April 14, when more than 300 employes assembled in the Chamber of Commerce auditorium at San Diego. It was the first local gathering of employes since early last winter. Every officer and employe who was not absent from the city on business or doing night duty was present.

F. L. Annable, president and general manager, was called to San Francisco to attend an important conference, but sent a letter of commendation for the entire personnel. It was read by J. R. Lowe, general superintendent, who presided.

Optimism was the keynote of brief addresses made by H. P. Monahan, general passenger agent of the Southern Pacific; Guy Hudgins, principal of the Sweetwater Union high school; and A. D. Hagaman, joint passenger representative of the Southern Pacific and San Diego & Arizona lines.

Through the courtesy of the Thearle Music Company, the entertainment began with "Amos n' Andy." Vocal solos were given by Miss Gene Petrokoskie, soprano, accompanied on the piano by Mrs. Smith. A playlet, "Who's a Coward?" was given by Miss Norma Williams, Jack Wolff and Richard Cudding of Mrs. Easley's dramatic school. Dancing followed, music being furnished by Yard Foreman Ben Diffenbaugh's orchestra, after which refreshments were served by the dining car department of the railway company.

Hugh Neill Elected Director at Annual S. P. Meeting

At the annual meeting of the stockholders of the Southern Pacific held April 8, at its home office in Anchorage, Jefferson County, Kentucky, Hugh Neill, vice president and secretary, with headquarters in New York, was elected to the board of directors, succeeding G. M. Thornton, former treasurer, who resigned January 21.

The other new member of the board this year is Melvin A. Traylor of Chicago, who was elected January 1 to succeed J. P. Blair, who resigned.

Other members of the board of directors are: Henry W. de Forest, chairman, of Oyster Bay, N. Y.; James S. Alexander, Cleveland E. Dodge, Walter Douglas, Edward S. Harkness, John F. Harris, Hale Holden, A. D. McDonald and Jackson E. Reynolds, all of New York; Chauncey McCormick, of Chicago; Charles E. Perkins, of Santa Barbara; Thomas Nelson Perkins, of Boston; and Paul Shoup, of San Francisco.

The executive committee is composed of: Mr. Holden, chairman; Mr. McDonald, vice chairman; Mr. Alexander, Mr. de Forest, Mr. Dodge, Mr. Douglas, Mr. Harkness, Mr. Reynolds and Mr. Shoup.

An amendment to the charter or articles of incorporation was authorized changing the home office from Anchorage to Spring Station, Woodford County, Kentucky. Southern Pacific Company is a Kentucky corporation, organized and existing under a special charter.



Leading characters who took part in the "Romance of the Old Pueblo" pageant at Tucson, April 19

Tucson Presents Historical Pageant of Early Days

Inaugurating what is proposed to become an annual event, the citizens of Tucson, Arizona, on April 19, presented, near the foothills of the Catalina Mountains, a pageant, the "Romance of the Old Pueblo."

The pageant was written and directed by R. E. Greenwell, son of C. J. Greenwell, master car repairer at Tucson. He spent a vast amount of time in research work and has produced a colorful and truthful picture of the early days of the "ancient and honorable pueblo."

A prominent incident in the pageant was the coming of the "iron horse," in which was pictured the celebration attending the completion of Southern Pacific's line into the city. E. D. Rockwell, district freight and passenger agent at Tucson, as Charles Crocker, president of the railroad, was presented with a silver spike, after which there was speech making, band music and general festivity.

Produce Men Pleased With the West



Wonderful praise was recently accorded the fruit and vegetable producing areas of southern and central California, as well as other Pacific Coast sections, by representatives of the Chicago firm of Lamanita Bros. & Arriga. Traveling in a private car, the special party, headed by Mr. Joe V. Lamantia, visited several of the West's most productive areas following the Western Fruit Jobbers' Convention at Phoenix. The Chicago produce merchants were entertained by representatives of the railroad's traffic department.

TRAFFIC NEWS

Tell Your Friends About New Features in Our Service

Low Fares East Start May 22

LOW summer roundtrips to practically all major eastern cities will be on sale this year May 22 to October 15 inclusive, the final sale date being two weeks later than in previous years. Return trip must be completed to original starting point before midnight of October 31. Stopover privileges will be granted at all points en route.

Only Southern Pacific offers the traveler Four Great Routes and twelve fast, convenient trains between California and the East. Explain to your friends the value of seeing the whole United States by going via one route and returning another . . . For example, suggest that they go east via the Sunset Route, through Los Angeles, Phoenix, El Paso to New Orleans, thence via our Steamship Line to New York, which includes meals and berth without additional cost, or, via rail through the Old South. Returning, suggest a trip through the "Canadian Rockies" to Seattle, thence via our scenic Cascade or Shasta Routes. Following are a few examples of roundtrips from San Francisco and Los Angeles:

Atlanta	$113.60	New Orleans..	$ 89.40
Boston	157.56	New York ...	151.70
Chicago	90.30	Philadelphia.	149.32
Detroit	109.92	St. Louis ...	85.60
Kansas City.	75.60	Washington .	145.86

(Through the Northwest slightly higher.)

Summer vacation roundtrips to Pacific Coast cities and resorts began May 1. Tickets bear 16 days return limit, just right for a two-weeks' vacation. Comfortable overnight Pullmans carry vacationists from the Coast to mountain resorts in a single night, affording added time in which to enjoy a vacation. Following are a few examples of roundtrips from San Francisco:

Los Angeles ..	$22.75	Yosemite	$17.00
Lake Tahoe ..	13.25	Del Monte ...	6.00
Portland	36.00	Reno	11.75
San Diego ...	27.75	*Crater Lake.	32.50

(*Effective July 1 to September 20.)
(Longer limits slightly higher.)

40-Day Tours to Europe Only $350

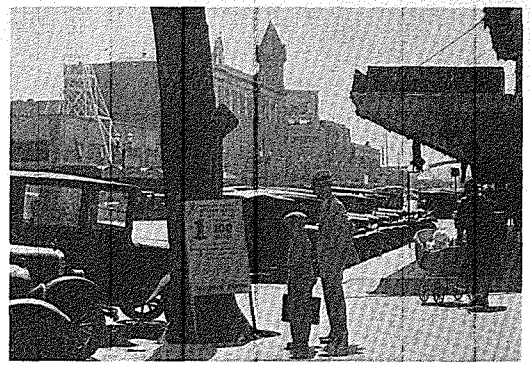
THINK of it — a 40-day tour for only $350, including roundtrip rail and steamship transportation, and all expenses during the 15 days spent in Europe. Southern Pacific is offering these remarkable tours in connection with the Travel Guild.

Special trains will leave San Francisco June 8 and 29, Los Angeles June 9 and 30, via Golden State Route to Chicago, thence Michigan Central-Canadian Pacific to Quebec, with a visit to Niagara Falls en route. Great Canadian Pacific liners carry the tours across the Atlantic to Southampton. Then for 15 days the scenic and historic attractions of England, Holland, Belgium and France will be visited, with several days in Paris.

If you know of anyone interested in a trip to Europe, tell him about these bargain tours. Any Southern Pacific agent will be glad to give complete information and make all arrangements for the trip.

Travelers may board the tour trains at San Francisco, Los Angeles, El Paso, or any intermediate station. Return trip can be made via the Canadian Rockies at slight additional cost.

Other attractive tours are available with prices and routes to suit everyone.



"Dollar Day" posters securely held in light wooden frames were effective in calling attention of the people of Modesto to the Company's bargains in passenger fares.

War Veterans' European Pilgrimage to Leave Coast Over S. P. Lines

EMPLOYES and their friends who saw service with the 91st Division during the war will be interested in knowing that the division's association is sponsoring a pilgrimage to Europe this year. Southern Pacific has been chosen as the official route east from San Francisco and Sacramento. Members of the party from the entire Pacific Coast will meet at Sacramento and travel eastward on a special train leaving that city August 14. Connection will be made with the steamer "Leviathan" sailing from New York August 19. The itinerary calls for visits at London, Brussels, Waterloo, Cologne, trip on the Rhine to Coblenz, tour of the battle fields, particularly those where the American forces were in action, five days in Paris and side trips to other France resort cities. The "Leviathan" will sail from Cherbourg on September 15 and those who wish to come straight through to the Pacific Coast will arrive in San Francisco on September 25, making the round trip pilgrimage in 42 days.

If you have friends or relatives interested in this trip, make sure that they are put in touch with a representative of the passenger traffic department.

Novel Method Used in Displaying "Dollar Day" Posters

One of the most active "advertisers" of Southern Pacific's recent "Dollar Day" sales has been District Freight and Passenger Agent I. T. Sparks. He worked a number of progressive stunts at Modesto that were very effective in calling attention of the public to the bargain sales of passenger fares. Now that he has taken charge of the Reno traffic office, he will very likely follow the same tactics at the Nevada metropolis.

One practice that might well be copied elsewhere on the system was Sparks' method of posting the big Dollar Day posters around town and at conspicuous points on railroad property. He had easels or frameworks made on which the posters were tacked and then set up at prominent vantage points. The frames were made of light wooden strips (1¾ in. x ¾ in.) with three braces. The upright strips were sharpened at the bottom so that the framework could be anchored securely in the ground. The posters were tacked on both sides so that they could be seen from either direction. Several posters were placed in barbershops and similar places.

Scattered about the city in this manner, the posters came to the attention of many more people than would have been the case if they had only been posted on the bulletin boards at the station or traffic office. As a result, a very heavy sale of Dollar Day tickets was recorded from Modesto.

VITAL STATISTICS

Births-Deaths-Marriages

Weddings

Patrick Gaffey, police officer, Coast Division, was married to Miss Mary Kelly in April. The honeymoon was spent in Mexico.

W. W. Hudson, telegrapher, Coast Division, was married to Miss Neva Coe of Burlingame on March 29. The honeymoon was spent in Mexico.

Wm. Lamprecht, secretary to superintendent, San Francisco, was married to Vivian Backoff in March.

Arthur Oppenheimer, clerk, Coast Division, was married to Kathryne Hoertel in April.

Joyce Hartman, stenographer and clerk under Dr. Hall, Los Angeles, was married April 11 at Yuma to Harold Sidney Surtees. The couple will reside in Los Angeles.

Leo C. Johnson, draftsman, engineering department, Los Angeles, was married May 10 to Miss Grace Jones of Los Angeles.

Ray Lawrence was married on March 15 to Mollie Simon, of Los Angeles. Mr. Lawrence is employed in the Los Angeles shops.

Albert J. Williams was married to Edith Thompson of Los Angeles on March 17. The groom is employed in the Los Angeles shops.

Births

To Mr. and Mrs. James L. Tompkins, April 2, a daughter. Mr. Tompkins is employed in the Los Angeles shops.

To Mr. and Mrs. Cecil A. White (date unknown) a son. Mr. White is a machinist at Los Angeles.

To Mr. and Mrs. H. G. Havenor, a son. Mr. Havenor is terminal engineer, Ogden.

To Mr. and Mrs. R. W. Moore, a son. Mr. Moore is a switchman at Ogden.

To Mr. and Mrs. F. E. Gale, a son. Mr. Gale is interchange clerk at Ogden.

To Mr. and Mrs. A. E. Byers, a son. Mr. Byers is switchtender, Ogden.

To Mr. and Mrs. L. J. Stokes, a daughter. Mr. Stokes is car oiler, Ogden.

To Mr. and Mrs. A. G. Humphries, April 24, a daughter. Mr. Humphries is employed in the maintenance of way department, general office.

To Mr. and Mrs. Elrey J. Scott, April 24, a daughter. Mr. Scott is assistant head clerk, maintenance of way department, Los Angeles.

To Mr. and Mrs. H. P. Likes, Jr., a daughter. Mr. Likes is a brakeman on the Rio Grande Division.

To Mr. and Mrs. James J. McGovern, March 31, a daughter. Mr. McGovern is a telegrapher, Salem, Ore.

Deaths

Samiel W. McIlvaine, agent, Cornelius, died April 11. Mr. McIlvaine entered the service in 1902.

Archie B. Westcott, section foreman, Tangent, passed away March 21 after serving the company for 22 years.

Palo Biago, car department, Coast Division, died March 12.

E. H. Bohlen, flagman, Coast Division, died March 25.

James P. Denny, yardman, Coast Division, died March 23. He was with the company for 30 years.

James Murray, motive power department, Coast Division, died on March 7.

A. J. Rowan, yardman, Coast Division, died March 30. He was with the Company for 30 years, the last twenty being spent at Watsonville Junction.

Roelf Waalkes, car department, Coast Division, died March 4.

John Fry, stevedore, Los Angeles freight sheds, since May 1912, passed away March 16.

John W. McNerney, locomotive engineer, died March 14 of heart failure. He was employed in 1895 and his entire service was that of an engineman on the Los Angeles Division.

Harry LaMont Lanstrum, crossing watchman, died at the general hospital March 14.

Joe Chiamente, trucker, Los Angeles freight station, died April 9. He had been in the service for 11 years.

Melvin A. Moore, car cleaner, Los Angeles, died April 3.

N. E. Armstrong, brakeman, Tracy, was killed in an automobile accident April 8. He had been in the service 7 years and is survived by his widow.

Mrs. Mary Jane Watts, matron, Ogden union station, expired March 14, following an operation. She is survived by two sons and two daughters, Howard E., Wallace, Mrs. Nellie Watts Howk and Mrs. Lucille Watts Thinnis.

Edward Rogers, assistant chief clerk, equipment bureau, general office, passed away at the general hospital on March 23 after a brief illness.

Sterling P. Montgomery, toolsmith, Los Angeles, died suddenly on April 1.

D. Curran, section foreman, San Joaquin Division, died on March 2. He is survived by his widow and six children. He had been with the company for 22 years.

L. Miocevich, crossing watchman, San Joaquin Division, died March 4. His widow survives him. He had been employed since 1928.

L. F. Riggin, clerk, San Joaquin Division, died March 16. His widow and two children survive him. His service dates from 1920.

H. Turner, clerk, San Joaquin Division, died March 19.

L. Scadder, coast analyst, San Joaquin Division, died March 25. His widow and two children survive him.

W. J. Roney, passenger brakeman, San Joaquin Division, died April 6. He is survived by his widow. He was with the company for 21 years.

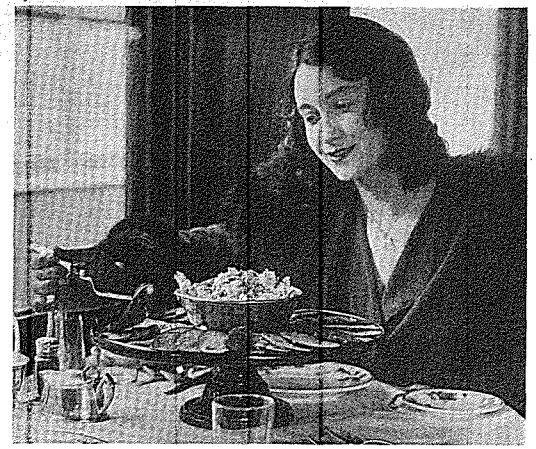
Wm. T. Jones, blacksmith, Portland Division, died March 12. He had been with the company for 11 years.

Loren R. Miller, carpenter, Portland Division, died April 12.

Wilmoth McCausland Mathis, yardman at Los Angeles since January, 1923, died April 27 in the Government Hospital at Sawtelle after an illness of two years. He leaves a wife, son and daughter.

"Life is not so short but that there is always time for courtesy."—Emerson.

It's the little things that bother us. You can sit on a mountain, but not on a tack!—Ex.



The Cold Dutch Lunch is proving popular with patrons of the Company's dining cars.

Dining Cars Are Featuring New Dish

ORIGINATED by Southern Pacific's dining car department as a worthy companion of its famed Salad Bowl and equally renowned Casserole, the Cold Dutch Lunch now makes its bid for public favor.

And again, as in the case of both Salad Bowl and Casserole, the Cold Dutch Lunch features western hospitality on the "help yourself" basis. Take as much as you like, and, if the first helping calls for more, the waiter will be glad to pass the plate again.

The Cold Dutch Lunch consists of a heaping center dish of tasty potato salad surrounded by five varieties of choice sausage, together with Swiss cheese and pickles.

Since their introduction by Southern Pacific, the Salad Bowl and Casserole have been widely copied by hotels, restaurants and the dining car departments of other railroads. It is hoped the Cold Dutch Lunch will prove equally popular.

What Is Expected of an Efficient Railroad Stenographer?

"WHAT does your company consider of prime importance in the training of embryo stenographers?" asked a Sacramento high school instructor in a letter to S. P. Ward, manager of clerical employment.

"It is known, of course," he continues, "that they must be qualified in English (spelling, punctuation, etc.), also that they should be able to take dictation up to at least 125 words a minute and transcribe correctly at the rate of sixty words or better. What I particularly want to know is just what a business man or railroad officer would say is lacking with the beginner in this line of work, and what should be emphasized in our training."

Employes who are handling stenographic work will be interested in reading Mr. Ward's reply, which was, in part, as follows:

"A good stenographer is not merely a machine which automatically writes down what is dictated and then automatically transcribes it on the typewriter. Not everyone, in the course of dictation with its process of thought and expression, always couches his sentences in terms and words that are invariably and absolutely correct. A good stenographer in such cases, with the knowledge of English which it is necessary that he have, should naturally make whatever change is needful in the circumstances, whether in a word or phrase, or even going so far as to rearrange an entire sentence if necessary for the idea to be expressed in proper grammatical construction—this, of course, without in any way changing the meaning which the dictator desires to convey.

"A good stenographer, after a short time on a job, should be able to write at least some of the more simple and routine letters of the business without the necessity of having them dictated to him. If he is handed a letter, for example, and in a few brief words is told to tell the writer so and so, he should be able to compose a letter that is presentable and which expresses the facts clearly and concisely without grammatical error.

"It frequently happens that a stenographer's duties often involve other matters besides straight shorthand and typing, and he should accordingly be able to handle quite readily various affairs of a simple clerical nature that may be assigned to him from time to time.

"He should be neat, not only in his work, but in his person; he should be courteous to everyone, observant of details, minor as well as major, and intelligent. To this latter end, we insist on the beginner having at least a high school education.

"To my mind, there is no greater opportunity for an alert and intelligent young man to make reasonable progress and to gain promotion in the railroad business — and undoubtedly this holds true in other lines of business as well—than through the mediumship of stenography. We have numerous cases in our own organization where young men have started as stenographers and who have graduated into positions as private secretaries to officers and, through progressive steps, have gone on until they have become high and responsible officers of the Company. Similar instances are to be found, not only in other large railroad systems of the country, but also in many other lines of industry."

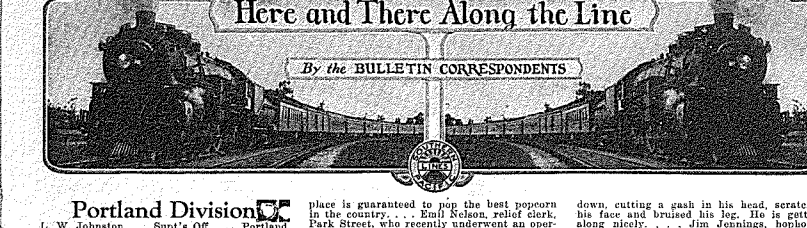
Engineer Plays Dramatic Role at Trial of Bandits

"While the crowded court room held its breath, James H. 'Big Jim' Barnes, veteran Southern Pacific engineer, got off the witness stand . . . and walked up to R. E. Sherwood and said: 'That's the man who held up the train—that's the man who shot me in the arm,'" stated the San Francisco Call-Bulletin in reporting the trial of Sherwood and Mrs. Ellen Smith, who were charged with the $16,000 mail train robbery near McAvoy, Western Division, on June 22, 1929.

A verdict of guilty was returned by the jury and the pair face a long penitentiary term. They are also under indictment for the train holdup last November at Noble, also on the Western Division. Mrs. Ellis is the widow of Frank Ellis, alleged leader of the bandit gang, who was killed fleeing arrest. The woman was convicted of driving the bandit's car.

Recent Additions to Honor Roll of Pensioners

Name	Occupation	Location	Service, Yrs., Mos.	
Dougald H. Gillis	Locomotive Engineer	Sacramento	49	6
Frank B. Breck	Clerk	West Oakland	49	1
Charles Larson	Assistant Stevedore	New York	45	5
Thomas W. Bratten	B. & B. Supervisor	Oakland Pier	43	5
William A. Lambert	Towerman	Sacramento	42	7
David R. Payne	Passenger Director	Tracy	42	0
Frank E. Blessington	Conductor	Los Angeles	40	0
Edward F. Flynn	Warehouseman	New Orleans	39	7
Robert B. Laidlaw	Baggage Agent	Sacramento	38	6
William C. Tabb	Redcap Porter	Oakland Pier	38	2
William Bouldin	Utility Man	West Oakland	36	8
Frank A. Taylor	Switchtender	Sacramento	35	10
Joseph D. Wakeman	Brakeman	Portland	33	8
Patrick J. Ryan	Rolling Mill Helper	Sacramento	32	11
James Murphy	Trackwalker	San Jose	32	10
Robert Hansen	Asst. Forem'n Carpenter	West Oakland	32	9
Henry Graf	Towerman	Alameda	32	7
Willis R. Whitmore	Locomotive Engineer	Mojave	31	11
Amandus O. Anderson	Foreman	New York	31	10
Charles M. Eckland	Roundhouse Foreman	Stockton	31	9
Harry Y. Zink	Conductor	Sacramento	31	7
Joe J. Freitas	Section Foreman	Sunnyvale	31	3
James Donegan	Car Builder	Roseville	30	6
John J. Bloomer	Locomotive Engineer	Douglas	30	4
William O'Brien	Clocker	New York	29	7
Charles H. Benson	Bookkeeper	San Francisco	29	1
Elmer Caldwell	Conductor	Roseville	28	7
Smith Misner	Station Agent	No. Los Angeles	28	3
Otho L. Culley	Yardman	Tucson	27	11
Hubert B. Robinson	Car Builder	Sacramento	27	7
Adrian D. Rosecrans	Telegrapher	Globe	26	4
John S. Moore	Machinist	Sacramento	26	3
Genaro P. Ursua	Laborer	San Fernando	26	2
Frank E. Fraters	Ship Fastener	West Oakland	26	0
Eugene J. Cessna	Signalman	San Luis Obispo	25	10
David T. Cahill	Apron Tender	Oakland Pier	25	5
John J. Barnett	Yard Clerk	Oakland	25	4
Joseph A. Fortier	Asst. Transfer Clerk	New Orleans	25	4
John Graham	Brakeman	El Paso	25	3
George H. Beaty	Locomotive Engineer	Douglas	24	11
John W. Sweeney	Clerk	Portland	24	5
Walter H. Stocker	Boiler Inspector	Oakland	22	5
Henry Wilson	Water Service Mechanic	South Gate	22	5
George A. Parker	Switchtender	Bakersfield	21	9
Mrs. Fannie B. Slipp	General Clerk	Portland	21	4
Michael E. Carey	Brakeman	El Paso	21	2
Louis Curtis	Pumper	Sahuarita	21	2



Portland Division

L. W. Johnston, Supt's Off., Portland

Joel Crocker, retired Portland Division conductor, carries his hobby under his arm. Joel dropped into the division offices a short time ago carrying a large cardboard box. Opening it, he displayed a remarkable collection of pictures of locomotives—most of them old timers—and Joel can tell you an interesting bit of history regarding each one of them. . . . Southern Pacific employes aided materially with time and talent in a minstrel show given at Oakridge April 17 for the benefit of the local community church. Roadmaster R. W. Putnam, Car Inspector W. B. Yates and Boilermaker Martin Johnson appeared in the cast, each taking prominent parts. . . . One of our bowling and golf enthusiasts was recently visited by the stork. Lester Hommett, bill clerk, Park Street, now finds less time for sports. . . . Agent P. P. Gray, Marshfield, has returned from the general hospital, where he was confined for almost 30 days with a bad foot. . . . Charles Boice, section foreman, Glendale, is confined in the Sacred Heart Hospital at Medford. Reports indicate he is improving. . . . There seems to be some attraction in Salem and Southern Oregon for Miss M. Edwards, Steno, Park Street, as she is known to make frequent trips to these points. . . . Arnow Carper, chief clerk, Salem freight, made a special trip to Portland to witness the Lotus Isle dancing marathon. He had contemplated entering, but was afraid his dogs would go back on him. . . . Leslie J. Burke, timekeeper, Park Street, finds very little time for sleep these days, as his golf occupies most of the evenings and early morning. . . .

Stationary Fireman E. O. Hawes and wife, of Oakridge, spent several days in Portland the latter part of April visiting with friends and relatives. . . . C. B. Baker, general yardmaster, Salem, has returned from Los Angeles, where he spent his vacation visiting with his son, who is one of the leading baseball players on the Los Angeles team. . . . After being confined due to illness, Mark Tabor, coach cleaner, Claus C. Jensen, laborer, Albany; J. Franzen, S. D. Willis, J. H. Quinn and J. W. Robertson, locomotive engineers, Earl Hoff, roundhouseman, F. W. Brown, blacksmith helper, A. L. Adkins, freight car builder apprentice, Homer C. Morgan, stationary engineer, and E. Johnson, locomotive fireman, Brooklyn; F. Fredrickson, locomotive engineer, Eugene; W. C. "Red" Brown, superintendent's office, Portland, and George Dick, extra clerk, have returned to duty. We are pleased to have them with us again. . . . The large brick chimney east of town appearing on the horizon is not a new industry, but the new fireplace being constructed in the country home of Miss C. M. Lowes in Walnut Acres, Parkrose. Said fireplace is guaranteed to pop the best popcorn in the country. . . . Emil Nelson, relief clerk, Park Street, who recently underwent an operation for appendicitis, is back on the job and as good as ever.

C. B. McClure has returned to duty as logscaler clerk, Marshfield, after putting in a few weeks at the general hospital. . . . We may well boast of a new musical organization



Members of Bradford Clothes Shop bowling team, all S. P. employes, winners of first place in Portland Bowling Association Annual Handicap Tournament, 1931. Left to right: C. L. Ritter, A. Duval, E. J. Painter, H. R. Dennon and E. E. Roecker. Duval and Painter also won the doubles event, Duval winning the All-Events prize and the sensation of the tournament with a game of 299. The team's winning score was 3,097 pins, the highest score ever made in this annual tournament.

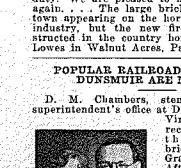
which has sprung up only recently. The "Cascade Cougars," as they are known, is a male quartette, and, with one exception, is comprised of S. P. employes at Oakridge. It consists of R. W. Putnam, roadmaster, first tenor; Martin Johnson, second tenor; J. E. Fleck, first basso; W. B. Yates, second basso; and Mrs. W. B. Yates, director. . . . Virgil Rust, section foreman, Dillard, while filling the radiator of his car on highway near that point, stepped out a little too far and another auto struck his leg and threw him down, cutting a gash in his head, scratched his face and bruised his leg. He is getting along nicely. . . . Jim Jennings, hophouse foreman at Salem freight house, is spending his vacation in San Francisco. He was relieved by N. R. Rasmussen, Jr., Machinist A. J. Day, of Oakridge, has returned from a trip to Dillon, Colorado. . . . Harry Rogers, check clerk, Portland Park Street, recently returned from the general hospital in San Francisco after a stay of several months. His health is considerably better, but he intends to return to the hospital for additional treatment soon.

The fishing season opened on the Willamette on April 15, and Roundhouse Foreman J. K. Murphy and Machinist Fred H. Henson are landing the majority of the big ones. . . . Roundhouse Foreman C. P. Davis, Salem, is back in the harness and hitting the ball again after being away on a vacation. . . . Frank Lauer, receiving and delivery clerk, Park Street, recently enjoyed a short vacation in California, and, while there, was a patient in the general hospital for a few days. . . . Our heartfelt sympathy is extended to Konrad Lee, head enginemen's timekeeper, Portland, in the recent loss of his father. Konrad is at the present time confined in the general hospital at San Francisco, and we are looking for a prompt recovery, that he may soon be back at his desk again. We also sympathize with S. H. Francisco, agent, Chenawa, who was called to Glendale, California, by the death of his father. We likewise extend our condolence to W. J. Schraeder, assistant head stenographer, superintendent's office, Portland; J. W. Wright, ticket and car clerk, Roseburg; F. H. Newell, agent, Sheridan; and Lyle Pudin, extra telegrapher, due to the death of their fathers.

The fair sex of Oakridge are pleased to see Dale Murdick back in town again, as he is up here temporarily with Ditcher No. 12. . . . C. E. Catlow, assistant agent, Park Street, Portland, attended the semi-annual meeting of O. S. & D. Division Chairmen, which was held in Mr. Fagan's office, San Francisco. . . . Dispatcher E. T. Coady and Mrs. Coady have returned from El Paso, after taking the remains of Mrs. Coady's mother there for burial. . . . L. J. Mecum, locomotive engineer, and K. D. Pratt, car oiler, Brooklyn; C. D. Williams, clerk, Oswego; E. A. Robertson, clerk, superintendent's office; H. Kadderly, train baggageman, Portland; H. A. Barrell, machinist helper; L. T. Howard and C. V. Pfaff, locomotive engineers, Eugene; and G. E. Ash, extra clerk, have been off for some time due to illness. . . . Charlie Vaughn and Charlie Gushard, two of our Park Street pensioners, recently made extended visits to southern California, where, we understand, they met and had some good times together, although they will not divulge their experiences.

POPULAR RAILROAD COUPLE OF DUNSMUIR ARE MARRIED

D. M. Chambers, stenographer in the superintendent's office at Dunsmuir, and Miss Virginia Roy were recently married at the home of the bride's parents at Grants Pass, Oregon. After a short honeymoon, the couple returned to Dunsmuir, where they will reside. Mrs. Chambers was for the past two years a clerk in the superintendent's office at Dunsmuir, where she was very popular owing to her activities in social affairs. Felicitations



Mr. and Mrs. Chambers

for a happy life were showered on the young couple and a beautiful coffee service was presented them by their office associates.

[SEE BACK PAGE]

Babies and Homes of S. P. "Family"

1. Donald R., 3 yrs., son of W. G. Maxwell, section foreman, Delta, Calif.
2. John Richard, 5 mos., son of John Richard, yard clerk, Bayshore Yard.
3. Verlayne Beatrice, 2 yrs., daughter of Earl Shaves, storekeeper, West Alameda.
4. Joe, Jr., and Marjorie, children of Joe Dotson, clerk-baggageman, Medford, Ore.
5. Earle, 8 yrs., son of L. Ennis, conductor, Stockton, Calif.
6. Virginia, 5 yrs., and Edward, 3 yrs., children of Gerald Howe, traffic department, Pacific Fruit Express, San Francisco.
7. Glen Alan, 2 yrs., son of G. A. Montgomery, timekeeper, Ogden.
8. Mildred, 4 yrs., and Betty, 6 yrs., children of I. O. Underhill, Livermore, Calif.
9. Violet Marie, 18 mos., daughter of Arthur R. Gandy, brakeman, San Jose.
10. Ruth Evelyn, 22 mos., daughter of L. Douglas, machinist, West Oakland.
11. Raymond Holden, 42 mos., son of R. G. Williams, cashier, So. Vallejo.
12. Johelin, 38 mos., daughter of Paul Hagel, steel car builder, Los Angeles.
13. Arthur R. Johnson, 2 yrs., grandson of R. R. Smith, yardman, Mission Bay.
14. Lyle, Jr., 3 yrs., grandson of R. A. Bird, signal maintainer, Tulare.

DUNSMUIR ROADMASTER TAKES BRIDE IN SAN FRANCISCO

A. L. "Andy" Campbell, roadmaster of the Dunsmuir District, and Miss Georgia Bell Bough, of San Francisco, were married recently at Medford, Oregon, Judge Alex Sparrow performing the ceremony. On their return to Dunsmuir, officials and employes presented Mr. and Mrs. Campbell with an electric coffee urn set. F. L. Weamer making an appropriate presentation speech. Mrs. Campbell was given a well seasoned hardwood rolling pin with instructions how to use it on Andy's pate if he became too obstreperous. A charivari ended their welcome home, at which time some advice on matrimonial subjects was given to the couple.



Mr. and Mrs. Campbell

General Office Club

G. A. Derheim — Correspondent

Concert Orchestra

The Southern Pacific Club Concert Orchestra, which is directed by C. L. C. Browne, is rapidly gaining a reputation as one of the leading orchestras in local circles.

With twenty-six musicians under his baton, Mr. Browne directed the orchestra in furnishing the entertainment for the recent banquet of the Pacific Railway Club at the Fairmont Hotel. From the many commendations received, we are pleased to report that their initial public appearance was a huge success.

The orchestra is at present working arduously on a very interesting program to be presented May 25, on which date they will furnish the entertainment in conjunction with the Glee Club, at "Southern Pacific" night sponsored by the Elks Club of Alameda.

As this goes to press, we regret to report that Mr. Browne is confined to the hospital with an attack of bronchial pneumonia. However, we hope to have him back with us soon. During his absence, the practices are being directed by O. Jurgenson.

Glee Club

The Southern Pacific Club recently organized a Glee Club, which is making splendid progress. This club is composed of mixed voices and there is considerable enthusiasm displayed by the individual members which tends to forecast a successful future of this organization. The rapid progress is in no small manner due to the efficient leadership of C. L. Raw of the Southern Pacific Valuation Department. Mr. Raw has had wide experience in this line of work and was more than pleased with the material furnished him to work with. The initiative for this new venture of the Southern Pacific Club was taken by Mrs. Phyllis A. Butler, vice president in charge of social activities. H. B. Langheldt is responsible for the organization of this new unit to the many activities sponsored by the club. For some time the idea of organizing a glee club from among the employes of the Bay District was talked of, but no definite action taken until the latter part of February, when a meeting was held for the purpose of perfecting such an organization. About twenty employes, pleased with the formule, were present at this meeting and the first practice was held March 5 with twenty singers present. Rehearsals have been held weekly since that date and the active membership of the Glee Club is now 32, with an average attendance of 30 at each rehearsal. The Glee Club will make its first public appearance Monday, May 25, at the Elks' Club in Alameda, assisting in a program sponsored by the Southern Pacific Club for the entertainment of the Elks and their ladies.

Band

The Southern Pacific Club is conducting an active campaign among its members to raise money to provide uniforms for the band. This is being handled by conducting a raffle. Wm. Boyer, executive vice president of the club, who is in charge of this campaign, reports very favorable progress and it is expected that the uniforms will be completed during the month of May. The band makes a number of public appearances each year in parades and other gatherings.

Dance-Party

Approximately 550 employes, members of their families and friends, enjoyed an evening of dancing and entertainment at Scottish Rite, Francis on Wednesday evening, April 22. This dance-party was sponsored by the Southern Pacific Club at San Francisco. Raymond J. Dettling was chairman.

General Office Picnic

Plans are being consummated by Fred O. Ingerman, chairman, for a general office picnic to be held at Stonybrook Park, Farwell (Niles Canyon) on Sunday, June 28. Facilities are available for athletics and the S. P. Club will furnish indoor baseball equipment, and horseshoes for those who care to play. There will be dancing in the pavilion during the afternoon. Coffee will be served free of charge, and, for those who do not bring their lunch, sandwiches, hot dogs, ice cream, etc., may be purchased on the premises from the management. Children will be admitted free and can wade or swim in the stream. Adults will find swimming facilities nearby. It is expected that our band will be on hand to play a concert and there will be numerous activities to make it a very interesting day for all who attend.

Bowling

The S. P. Club bowling tournament for season of 1931 was completed April 15, 1931, with the A. F. A. "Larks" taking first place honors; Passenger Traffic, second; and Auditors and A. F. A. "Owls" tied for third. Individual honors went to G. C. Hurless, who finished the season with an average of 181. The second annual bowling tournament was held Sunday, March 29, at Klamath Falls, Oregon, with teams from Sacramento, Portland and San Francisco participating. Sacramento took the honors, winning in the 875 and 750 classes, and Portland in the 800 class. The teams from San Francisco had an off day and were lucky to escape with their shirts. G. C. Hurless, who rolled a nice 577 series, was the only bowler to hit his stride. However, a good time was had by all, with the exception of Sydney Foy, who was taken down with an attack of acute appendicitis and was operated on immediately. All the boys wish him a speedy recovery.

Handball

The S. P. Club handball tournament came to a close during the second week of April. There were 64 participants entered in the doubles and 30 in the singles matches. Morris Shernock and Alphonse Vella of the Auditor Freight Accounts office were victors in the doubles, after a hotly contested final game with Robert Greene and Earl Fletcher of the Freight Claim Department, the game ending 21 to 19 and 21 to 9. The latter point, so called anybody's game. In the singles, Ray Barron again came out on top after a nice game with A. Vella, winning by score 21 to 16. John Engle, Walter Rose and Dan Ryan helped in refereeing the games, and did so very efficiently. Many new faces were seen on the court and interest is increasing each year. Small gold cups were given the three winners with their names inscribed.

Indoor Baseball

The annual "Back Lot" Indoor League, composed of twelve teams, opened Wednesday, April 15, with the Auditor of Equipment Service Accounts team defeating Auditor of Disbursements 3 to 2. Gibbs of the losers did some hitting, with three hits out of four times at bat. The following night Auditor of Freight Accounts defeated the Auditor of Passenger Accounts, last year's champs, 9 to 2, due mainly to two homers by "Red" Harrington and one by Spratley. The third game was between the Freight Traffic Department and Pacific Greyhound Lines. Freight Traffic winning 8 to 1. However, the score doesn't indicate the real strength of the Greyhounds, for they have a lot of enthusiasm, real material, and will win their share of games before the season is completed. The club has entered a team in the Civic Athletic Association Indoor League composed of eight teams, representing industrial organizations, banks and clubs. All games are played on Tuesday, Wednesday and Friday nights at the Governor Club. S. P. Club has easily won the three games played. The players representing the S. P. Club in this league are: Howie Adams, Ray Barron, Tony Banchero, Bill Clouter, Emmett Fitzpatrick, Al Ends, Ray James, Dode Kilm, Les Moore, Les Potts, Herman Radloff, Dutch Rodenberger, "Red" Harrington, and Arnold Wickman, with J. L. McCargar as manager.

Hard Baseball

The annual I. A. A. Baseball League opened March 28 with 14 firms represented. S. P. Club's entry has played three games, defeating Federal Reserve Bank 9 to 1, Coffin Redington 18 to 4, and losing to D. N. & E. Walters 11 to 9. The league plays twice around, all games on Saturday afternoons. The ball club and some loyal rooters have made Sunday trips to Santa Cruz and Lodi to play the State League entries from those cities and is planning more games at outlying points.



Driving nets provided by the S. P. Club for golfers at the General Office in San Francisco.

Coast Division

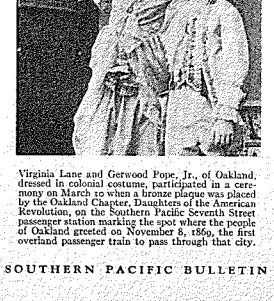
F. T. O'Donnell — Correspondent

What's this we hear about Brother Beckett, outbound rate clerk, San Jose, going to the Brotherhood of Railway Clerks convention at Denver, Colorado? Judging from all the new suits and preparations, it might mean something more than being block himself, we hope he doesn't bring home a blonde. . . . Mr. Barber, cashier at San Jose freight, has proven he is a good fisherman by bringing us all a nice mess of fish. We thank him. . . . E. A. Teubner, D. F. A., and H. A. Hanson, D. P. A., San Jose, have entered an S. P. bowling team in the annual Pacific Coast bowling tournament, which is held in San Jose this year. H. R. Williams, night chief clerk, San Jose and captain of the team, has drafted four men from the general office, namely: J. C. Hurless, W. E. Trace, E. Genaron and E. Radloff, to represent the S. P. Company in this tournament. The S. P. team bowls at 9:00 P. M. on May 6 at the new bowling alleys and everyone is invited to come out and root for this team. . . . R. McClintock, his wife, and W. V. Carder of the freight office, have turned architects and are building a country home at Campbell. . . . I. Dvorsky, veteran trucker, is taking a trip to the old home in Texas.

Superintendent Jordan's son, James, Jr., is recovering from his recent illness which confined him to the hospital. . . . Dispatcher Bob Wilson devotes his spare time to planting and growing flowers, and studying magic tricks. He is an amusing artist in the latter respect. . . . Roadmaster Patrick Ahearn attended the recent Irish games at Kezar Stadium. He supported the winning Connaught Irish football team, on which team Checker Bill Cox of S. P. Pet. starred. Bill is considered the greatest player of this game in America. . . . Timekeeper R. Winiker is spending short vacation and leave in Chicago. . . . Timekeeper Jimmy O'Connell bowls for two class "A" teams. Jimmy maintains an average of 193 per game over a period of a year. . . . Timekeeper Leslie Huber has left for a trip to Boston, New York, Philadelphia and Washington. . . . Reductions in Third Street telegraph office has changed Operator L. Dunahugh, local chairman of Telegraph Brotherhood, to Guadalupe. He had been in N. D. office for over eight years. . . . Steno. Verna Worland had three days' vacation. She remained in Oakland. . . .

Personal Record Clerk Gagen claims that Yardman Dayhuff was the first of the boomers back this year. . . . Yardman Dayhuff secured temporary work in a bridge paint gang about a year ago. When Dayhuff was on the top of the bridge, he required his two hands to hold on with; therefore, he was unable to use the brush. His foreman released him so that he could do work to which he was more adapted. . . . Conductor Harry McIntyre and wife returned from a trip East, having attended funeral of her father. . . . Conductor W. C. Welt, El Captain Division 115, and Conductor J. P. Weir, Obispo Division 440, are delegates to the grand division meeting of Order of Railway Conductors being held in Kansas City this month. . . . George DeYoung, local chairman of Lodge 854 Brotherhood of Railway Clerks, is delegate to the brotherhood's convention being held in Denver this month. . . . Does anyone owe you anything? There should be hope that it will be returned, for Pinole and other cities and is planning more games at outlying points.

"Colonial" Kiddies Help Unveil Plaque



Virginia Lane and Gerwood Pope, Jr., of Oakland, dressed in colonial costume, participated in a ceremony on March 29 when a bronze plaque was placed by the Oakland Chapter, Daughters of the American Revolution, on the Southern Pacific Seventh Street passenger station marking the spot where the people of Oakland greeted on November 8, 1869, the first overland passenger train to pass through that city.



Tucson freight station force. Left to right, front row: M. Celaya, check clerk; L. Caballero, claim clerk; O. Salvatierra, expense clerk; Ross Lee Loftfield, stenographer; O. R. Wilson, cashier; A. L. Finley, freight agent; V. H. Biddle, rate clerk; N. C. Woods, warehouse foreman. Back row: Wm. Carrico, check clerk; J. Barcello, team track delivery clerk; J. Gomez, loader; M. Lopez, trucker; J. Riesgo, loader; Bill Smith, janitor; M. J. Christian, messenger; M. I. Rife, bill clerk; C. E. McCullough, loader; R. J. Bogan, assistant cashier.

pipefitter helper, who has been confined in the general hospital in San Francisco for the past two months, has returned to work at Tracy. . . . S. Dal Porto, car repairer at Tracy, is now in the Dameron Hospital at Stockton, recovering from an appendicitis operation.

Roy Lower, son of H. E. Lower, manager "BR" telegraph office, Stockton, recently proved his ability with a rifle by killing a coyote with one shot from a .22 while on a visit to his grandfather. Roy is twelve years old. . . . Samuel E. Marsh, carpenter in B. & B. gang No. 4, who was recently released from the general hospital after an operation of appendicitis, has returned to the hospital for further treatment. . . . Engineer E. S. Glanville recently purchased a new Chevrolet sedan, and Engine Inspector N. L. Cooper has purchased a new Graham-Paige. . . . The March luncheon of the Railway Clerks Luncheon Club was held at the Forum Restaurant at noon, March 31. This, the second luncheon, was even better attended than the first. J. H. Sylvester, vice grand president, B. R. C., was the main speaker. Unregulated truck and bus-line competition and the policy of the B. of R. C., in connection with the question, was fully explained by him, and, needless to say, it struck a responsive chord. Mr. Springer, traveling freight and passenger agent, Stockton, made a talk on truck and bus-line competition, and also called attention to the Dollar Day rates. These luncheons are held each month and are always very interesting. . . . J. A. Bliss, signal supervisor, upon request of the Rotary Club at Los Gatos, appeared before them on April 21 and gave a talk on operation of the signal dispatching system.

Stockton Division

R. A. Scobey — Supt's Off. Stockton

James H. Kroh, draftsman, recently accepted a position with the Government as instrument man. . . . With the advent of the baseball season, several of the boys in the superintendent's organization did considerable talking about their ability to play ball, and, as a result, the employes in the signal department, under the management of Harry Wallen, issued a challenge to the clerks and engineers. Francis Clisham, signal clerk, did some fast organizing and the first game was played on March 22, the Clerks winning 14 to 13. The second game, which was played on March 29, was won by the signalmen, the score being 24 to 2. However, the enthusiasm had died out to such an extent that not more than two clerks appeared for the game, the remainder of the players being recruited from the grand stand. The season is over so far as this office is concerned. . . . Mrs. Ann Flanner, comptometer operator, has been granted a thirty-day leave of absence. . . . Angel G. Cruz and Cedric B. Felton of the engineering department, and chainman of the Stockton Division, hereby challenge any department on the Southern Pacific system for a golf match to be played on the Municipal links at Stockton.

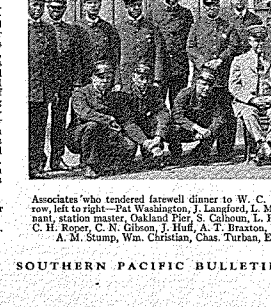
Brotherhood of Railway Clerks held their annual picnic at Idlewild near Oakdale on Sunday, April 26. Baseball and other games were played. Dancing, bathing and swimming were the principal features of the day, and those present advise that nothing could have added to their enjoyment. The writer recently saw a copy of the Benson Press, printed in Benson, Arizona, September 12, 1904, of which about half the front page featured a party given on September 5, 1904, by Mr. and Mrs. James Gamble in honor of Walter H. Hill, car distributor at Stockton. The party was given to celebrate Mr. Hill's 21st birthday. . . . Walter H. Marlin, for many years employed as engineer on the Stockton Division, has transferred to the Salt Lake Division and in the future will make his home in Ogden. Joseph Westemeir, with whom Mr. Marlin exchanged seniority rights, has moved his family to Tracy and will make his home here. . . . R. L. Bettis, Associates who tendered farewell dinner to W. C. Tabb at the time of his retirement on pension. Front row, left to right—Pat Washington, J. Langford, L. M. King, Lee Simmons, assistant station master, John Gerhart, station master, Oakland Pier, S. Calhoun, L. P. Richardson and F. Winfield. Standing—Gus Jackson, C. H. Rose, C. N. Gibson, J. Huff, A. T. Branton, M. Hunter, James Simms, W. C. Tabb, retiring veteran, A. M. Stump, Wm. Christian, Chas. Turban, Eva Harris, J. Turner, C. L. Jones and J. Blackburn

PENSIONED RED CAP PORTER FETED BY RAILROAD FRIENDS

On the occasion of his retirement on pension after 38 years 2 months' service as dining car waiter and Red Cap porter, William C. Tabb was the guest of honor at an entertainment and dinner held in Oakland on March 18. The veteran Red Cap had made many friendships during his long career and there was a large attendance from Sacramento and other points in central California.

Features of the entertainment included vocal solos and instrumental numbers by local artists who have appeared over Radio Station KFRC. Jake Wagner, of 16th Street Station in Oakland, officiated as toastmaster. Among the speakers were: Mr. Nichols of Sacramento; N. Sap, of the Northwestern Pacific; C. Robinson, of the Santa Fe; S. Pierce, of the Western Pacific; William Scott and Captain Tom Smith, of 3rd Street Station; Capt. L. M. King, Oakland Pier; Capt. C. L. Jones, Ferry Building; Capt. Jack Hodskins, Oakland 16th Street. Letter was received from H. Cowes, also retired, and a telegram from C. N. Gibson, who were unable to attend because of illness. High lights of the speeches were the shortness of King's and the length of Pat Washington's. Work of the entertainment committee, headed by James Simms, and the "cats" committee directed by Chef Austin of the Car "Del Monte," combined to make the affair a success.

At a later date the retiring veteran was presented with a pipe and quantity of tobacco, as well as a cash gift, as expressions of esteem from friends and associates. The presentation was made by a committee composed of Arthur M. Stump, James Simms, L. M. King, M. Hunter, J. A. Langford and E. Harris.



General Offices, S. F.

Purchasing Department

Competition at its keenest was displayed by the Fleas and Mosquitoes of the Purchasing Department in their annual baseball game. It took three extra innings for the Fleas to nose out the Mosquitoes by the score of 5 to 4. Special honors should be given Vic Hedding of the losers for his marvelous work as a belider, being called to catch the ball any place in the field while traveling wide open. Spud Morgan is still under the impression that men sliding into home should be tackled instead of being tagged with the ball. De Mello, of the winners, tried to win the game on technicalities instead of baseball, but Manager Johnson was too smart for him. Due to their victory, the Fleas were elaborately entertained at a dinner at La Favorita. The dinner itself was a "howling success." Estes and Crawford doing most of the howling, while Stout accompanied on the folding piano. . . . We regret to state that Thorwald Sorenson, who was shot while "queening" in the Berkeley hills, is still in the hospital. . . . Murry and Willson were join married in the past couple of months. Murry was given a set of silverware, and Willson an electric percolator and waffle iron. . . . Our sympathy goes out to Bill Searles, who recently went to Los Angeles with an attack of jaundice.

Auditor of Passenger Accounts

Ida Frederickson spent her vacation at Reno. There are but three reasons for a trip to Nevada: marriage, divorce, or gambling. Which one was it, Ida? . . . Lucille Lotton spent a week in Los Angeles one of these days. Ask her how the pills worked she bought to keep from being seasick. . . . Phyllis Boardman recently spent a Sunday at the beach. What the sun did to Phyllis was plenty. Never again she says. . . . Laura Reibel has deserted us for the Pacific Greyhound, where she is working with Willie Hartford and Abe Greenbaum. A certain fellow in the home interline is lonesome. . . . Blanche Caughell is back in our midst again looking nice and plump after spending a vacation at home catching up with her sleep. . . . As we go to press, the ferry-boat rumance of Phyllis and Cliff is apparently all that could be desired, but, of course, anything may happen.

Our ball team snapped out of their siesta and smacked down the Valuation Aces, 8-2, on the "S. P. campus." It would be a splendid gesture if the gang would get out and give them a little moral support. Bonus incurred resting under the direction of our cheer leader, Oscar Postel, would be of great assistance in winning that one again. . . . Leona Witt spent a couple of weeks in Seattle, Says she had a perfectly glorious time. What's his name, Leona? . . . Babe Zeff went to Reno on Washington's birthday and returned "Mrs. Logan," much to the surprise of her friends. She is now a resident of the city of Chico. All the old gang wish her joy and happiness. . . . Marie Nolan, who has had more than her share of illness, is still on the sick list and may not return to the game before June 1. . . . Amelia Johnston and baby dropped in during the lunch period recently. The girls all said the baby was "darling." Amelia looked wonderfully well. . . . Bea Figone and Anne Ferrario are home after the thrill of a vacation in New York and Chicago.

Auditor of Capital Expenditures

Our indoor baseball team, under the management of E. J. Maloney, is scheduled to play its opening league game April 1st, according to the treasury department outfit. This ought to be a very interesting game. The players from this office are: E. Maloney, manager; Radloff, captain; Ragsdale; Corven; Jackman; Knox; and Lyons. In addition to these players, we were fortunate in annexing free agents from the purchasing department, with such stars as De Mello, Dorrett, Ellis, M. Maloney, McGreal, Gamboretti, Estes; also Heller of the Golden Gate Ferries. Although we only had four practice games during the spring practice on account of rain, the players showed good early season form by winning three out of the four games, administering an 8-to-6 shellacking to the fast Disbursements office aggregation in the last game. The entire office force, including C. B. Friend, department head, show the required enthusiasm which goes to make a championship squad. . . . E. J. Maloney, highly esteemed chief clerk, became a two-time papa on January 7, when a boy weighing 8 lbs. put in an appearance. . . . Spencer Wemmer, assistant bureau chief clerk, who spent a few months in the general hospital and underwent several operations, came back to work fully restored to health, just in time to celebrate the arrival of a young lady in his family. . . . We have authentic information that George and Ray



H. H. Wittekind of the general storekeeper's office, San Francisco, sitting at his desk which was "decorated" by his associates to celebrate his marriage to Miss Ann Froyd of San Francisco in March.

are headed for the ball and chain and that Fred and Verna have about decided to test the old adage that two can live cheaper than one. At this writing Fred is rusticating at a well known location doing his best to find an ideal parlor, bedroom and sink. From a reliable source, we have received significant advice that Eunyce has entered her subscription for "Good Housekeeping," the apparent lucky one being "Bob Brown." . . . Have you a little hobby in your home? Capital Expenditures boasts of a diversification of hobbies that challenges competition. "Pubby" collects stamps, "Buckshot" is a connoisseur par excellence, of corks, while "Pansy" owns a stable of pedigreed white rats. It is also said that "Hank" will soon have enough defunct sweepstake tickets to paper the sun porch of his home. Activity is also brisk in the accumulation of tin-foil, Nellie having set up in opposition to Margie.

The Jackman family is now ensconced in a more spacious abode. . . . From now on, Nellie won't be able to look a horse in the face after her visit to Tanforan. Like others who try to play the ponies successfully, Nellie

Who Knows Jim Yokum?

A recent passenger on a Southern Pacific train has sent to the Bulletin office a message for Gilbert Yokum. The writer does not state what division he is on, but merely says that he is a brakeman. If he will communicate with us we will be glad to forward the message to him. (Editor)

just about emulated the loser in a game of strip poker—she lost her shoes. . . . "Pubby" has a weakness. It's distributing candy, gum and peanuts to the kiddies.

Wade Ramsey is back at work after an extended visit to the general hospital, due to eye trouble. We are glad the impaired sight may soon return to normal. . . . It looks as if there's something wrong with the spring of Henry Weiek's chair. A close inspection might disclose an 8812 in its inners. Herman Radloff thinks all big shots should make plenty of noise. . . . Fred Ingerman is back blowing his horn in the S. P. band. He seems to have learned a lot about throwing the ball while in Mexico—so Webbie says. . . . Ruth is losing that girlish figure owing to over-indulgence in peanuts. Are you digging your grave with your store teeth? . . . John Rice says that upper seven are slightly out of alignment. . . . Is it not true that "Russ" had his "Chev" tagged for loitering on Mission Street. . . . Have you seen Ollie's smile? We hope it lasts. . . . It is a swell antidote for the blues. . . . Eyla is quiet, but her typewriter disturbs the acoustics.

Auditor's Office

J. H. Adams Correspondent

The auditor's indoor baseball team has started spring training for a busy season with Phil "Muggsy McGraw" Kelly at the helm. Muggsy insists that Frenchy Escalle, the demon chucker, get down to normal weight, which means the loss of about sixty odd pounds. . . . J. P. Delaney is now "knocking around" in a new Ford, t.o., anything getting in the way is knocked down. . . . A well known scout from one of the major league clubs was noticed in the back lot the other afternoon. Reports have it that Bill Collyer will soon be offered a contract. . . . "Pinky" Sheffield (the ladies' man), arrested one day a few weeks ago for a traffic violation, pleaded not guilty and was released. It is rumored that the judge was unduly influenced by his innocent appearance. . . . Rumor has it that Helen Wills Moody's crown is in danger. "Cal" Anderson has been seen carting tennis rackets about and solemnly muttering something about "aads" and "duess." . . . "Duke" Mayer is now the proud possessor of a Ford roadster. . . . "Ed" Hannan, "Bill" Forsythe and "Harry" Schwab maintain that the sun is bigger and better in the Sunset. . . . Heard around "Little Man" Fliene's desk—"Well, why don't we use newsprint for that form?" . . . Arnold Wickman is branching out. He's a statistician in the morning and a "forms" expert in the afternoon. . . . Alice Jackson, who has been ill in the hospital, is well on the road to recovery and we are glad that she will soon be with us again. . . . Miss Margaret Melville is also on the sick list. We hope you recover pretty soon, Margaret, as the left corner of Room 412 seems vacant. . . . Beauty Chapman opened the vacation season the first two weeks of April, during which time he was to hunt big game in the hills of "Marvelous Marin" County. Chappie was taken ill during the latter part of his vacation and was operated on for appendicitis. We wish him a speedy recovery.

Maintenance of Way

R. J. Dettling Correspondent

Frank Harrold, one of the most confirmed bachelors in the department, has finally fallen. He was married April 29. . . . A welcome is extended to our new junior clerk, Frank Corsella, who filled the vacancy made by Pat Ahern, who left recently for the welding gang. . . . Bill Mogle returned with a nice coat of tan, acquired while vacationing in Death Valley. . . . Here is hoping that "Red" Fletcher will make a success of his selling game. . . . Now that Bray is in charge (pro tem) of the Wylco lettering sets, there will be more pencil sweepstake tickets to paper the sun porch of his home. Activity is also brisk in the accumulation of tin-foil, Nellie having set up in opposition to Margie.

The Jackman family is now ensconced in a more spacious abode. . . . From now on, Nellie won't be able to look a horse in the face after her visit to Tanforan. Like others who try to play the ponies successfully, Nellie

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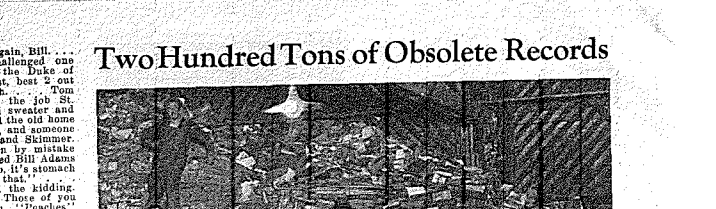
Maintenance of Way

R. J. Dettling Correspondent

Frank Harrold, one of the most confirmed bachelors in the department, has finally fallen. He was married April 29. . . . A welcome is extended to our new junior clerk, Frank Corsella, who filled the vacancy made by Pat Ahern, who left recently for the welding gang. . . . Bill Mogle returned with a nice coat of tan, acquired while vacationing in Death Valley. . . . Here is hoping that "Red" Fletcher will make a success of his selling game. . . . Now that Bray is in charge (pro tem) of the Wylco lettering sets, there will be more pencil sweepstake tickets to paper the sun porch of his home. Activity is also brisk in the accumulation of tin-foil, Nellie having set up in opposition to Margie.

The Jackman family is now ensconced in a more spacious abode. . . . From now on, Nellie won't be able to look a horse in the face after her visit to Tanforan. Like others who try to play the ponies successfully, Nellie

Two Hundred Tons of Obsolete Records



Huge pile of worthless records photographed in one of the warehouses at the Fourth and Berry Freight Station, San Francisco, just before the five carloads were hauled to West Oakland as junk.

By Miss Anne Reilly
Clerk, San Francisco Freight Station

Records to right of us,
Records to left of us,
Records in front of us,
Corded and bundled.

THAT'S what you would be apt to exclaim, were you to take a peep into one of the rooms of the warehouse containing the records of our station. Where is it? Excuse our pride, but we sometimes forget that there are people who do not know that it is the biggest freight office of the entire Southern Pacific System, and is located at Fourth and Berry streets, San Francisco, California.

We have just completed our spring housecleaning, which takes place every year, after we have ridden adieu to the previous year and ushered in his successor, J. G. Dahlstrom, our agent, appoints E. S. Hunter, the chief clerk, and his assistant, F. A. Orthman, to gather together all records which, according to the ruling of the Interstate Commerce Commission need no longer be retained. The records to left of us, records to right of us, records in front of us, are then sorted by work of supervising this task is done by traveling auditors, E. P. Butterfield and C. D. Berry, whose duties consist of checking the huge assortment and authorizing the disposal of those that are not to be destroyed.

Lest you may not be sufficiently impressed with the volume from the photograph permit me to state that the discarded records this year occupy a space 50 ft. long, 30 ft. wide and 18 ft. high.

In previous years, obsolete records, when prepared for shipment to West Oakland, Calif. (where they are sold by the division station-ery storekeeper), were loaded into two or three cars, but this year no less than five cars were needed for this strange cargo, which weighed, roughly speaking, about two hundred tons.

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Ogden Union Depot

D. V. Harbertson T. M. Liddell

Lt. George Cook has been ordered to Ft. Douglas, Utah, for two weeks' active duty with the regular army. . . . Foss Power will leave May 5 to attend the 40th triennial convention of the B. R. C. at Denver. . . . Joe Klenke has returned to work after a two-weeks' vacation. . . . Mr. and Mrs. Val Linderman have left for a motor trip to California. . . . Mr. and Mrs. Lloyd Burton are the proud parents of a baby girl born February 27. . . . Bill Verham has charged John Doe with maliciously removing his locker from a place of prominence to one of obscurity. We hope the culprit is apprehended. . . . The depression is over. Dewey Anderson, at the instigation of his good wife, has purchased a new pair of shoes. . . . George Evertsen has returned to work after a long illness. . . . Mr. and Mrs. Alf Adams have returned to the Ogden Union depot after a visit to Mr. and Mrs. Adams' parents in the Pacific Northwest. . . . Ray Adams' boys bin); "Got to go meet the boat" (Jerry Newhouse); "I can't get that word on the dictaphone" (any stenographer); "Sorry I can't exchange your ticket" (Pat); "Shut that window" (Bob Donaldson). . . . Claude Peterson is thinking of taking "Pedro" lessons so as to be able to win a game on the boat once in a while.

Baseball Games Wanted

The General Office baseball team is open for games with out-of-town teams anywhere on the line within week-end distance from San Francisco. It will be appreciated if employes will pass this information along to local baseball managers and have them write to J. L. McCargar, 65 Market Street, San Francisco.

"Where can I get some quinine?"

"What do you want quinine for?"

"The doctor said I must take whiskey and quinine, and I don't know where to get the quinine."—Ex.

GIVE HIM AN S. P. C. A. MEDAL

"Oh, no, dear. I'm sure he's a kind man. I just heard him say he put his shirt on a horse which was scratched."—Ex.

Sacramento Division

W. W. Boyd — Supt's Off. — J. Lothrop

Robert B. Laidlaw, baggage agent at Sacramento for many years, who was pensioned on April 1, was presented with a Chesterfield set, smoking stand, and a suitcase as a fitting farewell to a long and faithful employe and fellow worker. The presentation was made by Assistant Superintendent W. M. Stillman on behalf of the officials of the Company and Mr. Laidlaw's fellow employes. "Bob," as he is familiarly known to a legion of friends, not only with the Company, but to the traveling public as well, will be missed at his accustomed place, but all wish him many more happy years as a retired pensioner.

Accident Clerk Thomas A. Ryan is developing into quite a hunter. Recently he made a trip to his summer home at River Pines and returned home with a jack-rabbit. We understand that Mr. Ryan only shot at about twenty rabbits before he succeeded in getting one, and this one he finally brought down with the butt of his gun.

Stationmaster George F. Rupert has been confined to the general hospital at San Francisco for several weeks by illness. His many friends hope for a speedy recovery.

James R. Ford, former assistant head timekeeper, recently paid a visit to a group of his old friends in the superintendent's office. Jim is now in the "Gas" business in Berkeley.

Engine Watchman H. J. Noakes of Marysville has a record that anyone might well be proud to possess. From January, 1930, to January, 1931, he handled a total of 1201 engines and during that period had but one engine failure, and this engine reached him in a very leaky condition, or he would have been able to have made it on time. Mr. Noakes called a total of 7264 men and there was never a crew called by him that did not go out on time.



H. J. Noakes, engine watchman at Marysville, has established a fine record in minimizing engine failures and in the punctuality of calling engine crews.

Rio Grande Division

D. Peruzzo — Supt's Off. — J. S. Vincent

The tiny addition to the stenographic bureau, namely Minnie Jo Hammett, just returned from a vacation spent in east Texas. . . . Cashier R. E. Lemon, Carrizozo, is sporting a brand new Buick. . . . Talking of weakness, Special Officer Sizemore at Carrizozo has his. For instance: calendar pictures and brunettes. . . . Here's one for the Pacific Lines: Southern Pacific (Pacific Lines) Switchman J. J. Willis, El Paso yard, wins the gold button for freight solicitation, T. & N. O. Lines, for month of February for soliciting more freight business than any "other" T. & N. O. employe for that month. . . . Following changes have taken place in the Tucumcari office: O. L. Blanchard displaced C. C. Taylor as ticket clerk, who in turn displaced C. S. Sartain as warehouse foreman. Sartain displaced E. C. Bourne as check clerk, who in turn displaced W. Ricketts, third yard clerk, and Ricketts displaced J. M. Stark, fourth yard clerk, who in turn displaced M. Gallegas as assistant cashier. . . . We notice several employes around Douglas wearing dark glasses. After some investigation, it was discovered that Investigator Hodges has had his car polished. . . . Night Yardmaster Orsa Stearns, Carrizozo, has taken off for the ranch in Nogal Canyon. Incidentally, Orsa, we wouldn't mind a little trout fishing invitation up in your neck of the woods. How about it!

J. P. Smick, assistant signal supervisor, with headquarters at Carrizozo, has resigned from the service. Mr. Smick advises that he is going to settle down on the ole farm in Oregon. C. O. Garrison relieved Mr. Smick as assistant signal supervisor. . . . We couldn't imagine why all the delving in the deep mysteries of the little black book, by train and enginemen on this district, until Rules Examiner Wm. Nichols showed up on the division. Sorta boning up, huh! . . . It appears that Trainmasters T. W. Cardwell and J. M. Trefren are going in for new automobiles on a large scale. . . . Mrs. Marshall Wharton, wife of our good looking secretary to the assistant superintendent, was involved in an automobile accident east of Tucumcari recently, which incapacitated her for a few days. . . . Our amiable head timekeeper, J. Hildebrant, has been going around the office "all over smiles," Mrs. Hildebrant, who resides in California, has been spending the past two weeks in El Paso.

PASS THE GLUE

The doctor told him to take a pickle just before going to bed if he could keep it on his stomach. Next day he told the doctor it rolled off when he turned over.—Ex.

"What's the matter with you?"

"I wrote an article on fresh milk and the editor condensed it"—Ex.



Pat Conway, engineer, Sacramento Division with a number of Cubs, a branch of the Boy Scouts. Mr. Conway is Scoutmaster of Troop 17, Boy Scouts of America, under the Sacramento Area Council, and in addition has charge of the Cubs, boys ranging from 9 to 12 years.

Bayshore Yard

Harry Mitchell — Correspondent

The truth at last: His campaign managers, Balmy Ed Kelleher and Fred Capone Weiss, admit that Romance Whiting would not have been defeated for office had it not been that so many voters knew him. . . . And then along came Harold Shaw on horseback—the Fifth Horseman of the Eucalyptus. . . . Has anybody seen Carlos V. Emapran? . . . The prodigal son has returned to the outbound department. Welcome home, Buskey. . . . When Duke Ian Laing could no longer get free board down the peninsula, he moved back to town. . . . "Ole" Jurgens is still squaking over his "quid pro con." How about it, Dutch? . . . Chameleon" John Kenny is all that his monicker implies. He believes that a shave now and then (mostly then) will change the best of men.

Oscar Emig darn near cleaned up in the "talkies." He had a nice fat contract for Baron Chas. Nelcke to go to Hollywood and write theme songs; Oscar to go as manager. But the well-known composer and bon-vivant refused to go. . . . Society news: Jimmy Stuart has his teeth out. . . . Anybody want to buy a tractor? See Dick Shaw. . . . Jack Goodacre is a newcomer to the ranks. With a name like that and a line like he has, he should be making little ones out of big ones shortly. . . . Sign of spring: Chas. Bashful Johnson admiring the rings in a jewelry store window. . . . There is a certain fat man around here chicken who better pay up or pay us a month's dues or else—Don't say we didn't warn you, Lincoln J. Tinsmith Smith.

Deacon Hanley has his nose to the grindstone these days. What's the idea, Larry? . . . Introducing the big Sunday fisherman—Ted Paul Kerwin. . . . Ray Cone of the Metropolitan Opera House of Milpitas is working over some new gags. Some of you fellows about 90 years old will remember a few of them. . . . Among the people we have not seen lately we are glad to list the name of Conductor Ross L. Smith. . . . John Kenny still blushes when asked about the prize he won at the whist party. And, Mr. Kenny, we also know all about your bartender's uniform. Pretty neat, eh? . . . If you have any good crockery ideas or want to start a chop house, get in touch with George Spiritopulos Elliot. . . . We have been holding out this copy so that we could report that Geo. N. Griffith had gone fishing, and he hasn't gone yet. If he does go after we ship this copy in it will be a mean trick on his part.

Los Angeles Shops

Frank Kunkel — Gen'l Foreman's Off.

J. V. Barker, the great vegetarian, was seen going to the emergency hospital with a box of candy. Better stick to vegetables, Jasper. Candy isn't good for anyone, so Mr. Sergel says, and especially if the new wife should learn of this. . . . Our head draftsman and assistant engineer tests has been wearing shoe leather off the past few weeks looking for a cheap but good car. Just a tip, Mr. Bean; there are some dern good cars, for the shape they're in, at the city dump. . . . "A 1928 model Buick gets 25 miles to a gallon of gas," so W. C. McGowan, clerk in the car department, claims. It was noted, to get this mileage, he was towed up the grades and then shut off the engine and coasted down the grades while going over the Ridge Route. . . . April 1 (All Fools day) found a Scotchman in the car department office breaking his finger nails trying to pick up a penny that had been fastened to the floor. Mr. McGowan, Madam Queen has a beauty shop in the store department. . . . "The fair co-eds are great," said Dan Corcoran when he came to work on March 30 after spending several months at college. It sure is funny how he has to come back to the shop to recuperate every once in a while.

Word has just been received that William Webb, B. & B. foreman, entered the male beauty contest that was held at Venice, Calif., on April 19. Sorry to report that Bill did not win.

WHADDAYA MEAN, STOP!

Lizzie—Gus is an awful pest. He never seems to know when to stop.

Hulda—That's strange; I was out riding with him last night and he found a dandy place.—Ex.

EDUCATION BY EAR

"Iceland," said teacher in the geography class, "is about as large as Siam."

"Iceland," wrote John at examination time, "is about as large as teacher."—Ex.

San Joaquin Division

W. E. Lundberg — Bakersfield
Lucille M. Winther — Fresno

It is conceded that Harold Johnston is a golfer par excellence, but the silver cup adorning the top of the safe next to his desk for a few days during April is the Fuel Trophy, placed there temporarily during the renovation of Mr. Brennan's office. . . . Fred S. Boden, timekeeper, city dad, ordinary dad and whatnot—we're proud of his success. By an overwhelming majority (most of his constituents figured he was running from instead of for) in the Bakersfield city election of March 24, he gained entrance to public office. . . . The transportation bureau en masse has taken to the pipe, with the exception of Gus Shaver, who generally takes his smoke second-hand. . . . Elza Smith, custodian of the personal records, has graced his Grecian-Alpine nose with a pair of specs. For no obvious reason, he commenced seeing double, so applied the windows as a remedy. . . . Listen in on the ether waves one of these nice balmy evenings and perhaps you'll hear sweet refrains from a to-be-famous string quartet under the baton of Arnold Meyerhofer.

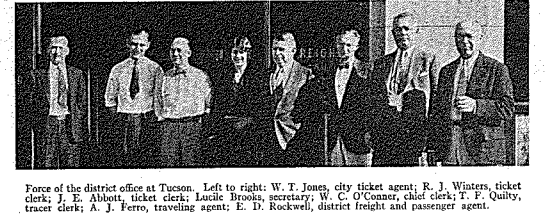
Leland Williams of the division auditor's bureau had to be rushed to the San Joaquin Hospital April 21 for an appendix operation. The operation was successful and he is doing well. . . . Ken Armistead—you've no doubt heard of his rejuvenated Chrysler: It runs better now than ever, if we take his word for it, even though his last crash scattered the parts over an acre of ground. . . . An exponent of Irish grace and beauty is Madge Galvin. . . . Francis Thompson, comptmeter bureau, Helen Zacheiss and Genevieve Woody, stenographic bureau, took time off to enjoy the benefits of the general hospital. . . . Byron Zents, who since last June has been sojourning at the Stony Creek Retreat in the Tehachapi Mountains, paid the superintendent's office a brief visit on April 23. His health is greatly improved. . . . An incomplete vacation list includes the following: George and Donna Carlson, two weeks in April; Harold Johnston, three days down and the balance catch-as-can; Hannah L. O'Brien; L. M. Riley.

Yardman C. L. Jones should be released from the general hospital by this time. . . . Yardmaster "Slim" Whalon is taking his rest days, and, upon request of Mr. Gilmore of radio station KMPC, is giving the radio public a real treat. He is a good second to Gilmore, the only difference being that when Gilmore said, "Down, Gilmore, down!" he obeys, but this is not the case with Slim. . . . Sam Holder, Texan yard clerk, has taken a ninety-day leave of absence. He is now serving in the capacities of general manager, terminal trainmaster, division accountant and janitor of Kern County Shady Rest service station and camp grounds.

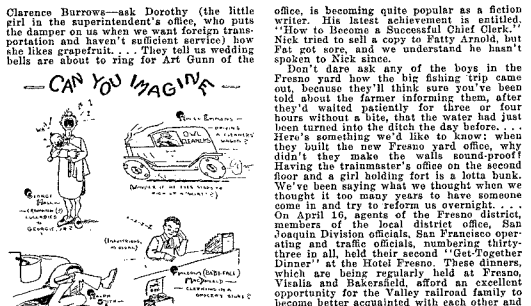
Fresno

Conductor I. L. Hogancamp was recently temporarily released from the general hospital, and we're mighty glad to see him again. . . . Another release from the hospital is Joe Heinzen. . . . We have a good one on Clarence Burrows—ask Dorothy (the little girl in the superintendent's office, who puts the damper on us when we want foreign transportation and haven't sufficient service) how she likes grapefruit. . . . They tell us wedding bells are about to ring for Art Gunn of the office, is becoming quite popular as a fiction writer. His latest achievement is entitled, "How to Become a Successful Chief Clerk." Nick tried to sell a copy to Fatty Arnold, but Pat got sore, and we understand he hasn't spoken to Nick since.

Don't dare ask any of the boys in the Fresno yard how the big fishing trip came out, because they'll think sure you've been told about the farmer informing them, after they'd waited patiently for three or four hours without a bite, that the water had just been turned into the ditch the day before. . . . Hero's something we'd like to know: when they built the new Fresno yard office, why didn't they make the walls sound-proof? Having the trainmaster's office on the second floor and a girl holding fort is a hotsy bunk. We've been saying what we thought when we thought it too many years to have someone come in and try to reform us overnight. . . . On April 16, agents of the Fresno district, members of the local district office, San Joaquin Division officials, San Francisco operating and traffic officials, numbering thirty-three in all, held their second "Get-Together Dinner" at the Hotel Fresno. These dinners, which are being regularly held at Fresno, Visalia and Bakersfield, afford an excellent opportunity for the Valley railroad family to become better acquainted with each other and their work. This is the second held at Fresno, and agents and officials are unanimous in voting them a success.



Force of the district office at Tucson. Left to right: W. T. Jones, city ticket agent; R. J. Winters, ticket clerk; J. E. Abbott, ticket clerk; Lucile Brooks, secretary; W. C. O'Conner, chief clerk; T. F. Quilty, tracer clerk; A. J. Ferro, traveling agent; E. D. Rockwell, district freight and passenger agent.



The present occupations of several Fresno yard employes, now on leave of absence. Drawn by Mable Baker, telephone operator, Fresno, also well known as a singer at radio station KMJ, Fresno.

Fresno freight office. . . . Have you had your ride in Lucille's new Pontiac yet? No? Then you don't know what you've missed. . . . Joe Nicoletti, night chief clerk in the Fresno yard office, is becoming quite popular as a fiction writer. His latest achievement is entitled. "How to Become a Successful Chief Clerk." Nick tried to sell a copy to Fatty Arnold, but Pat got sore, and we understand he hasn't spoken to Nick since.

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S. P. PILOTS SHARE HONORS IN GLIDER MEET

At the Western Inter-Club Glider Association meet at San Francisco March 29, two general office boys, C. J. McConaughy and S. E. Peterson, members of the Bay Cities Glider Club, brought home the bacon for their club.

The distance contest was won by C. J. McConaughy. S. E. Peterson won second place in the spot landing contest. A close margin of two points list the efficiency cup for the club.

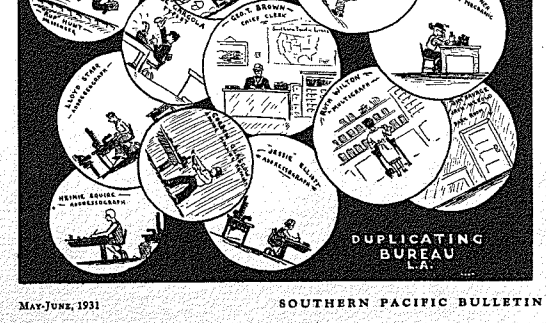
The inauguration of the "mechanical horse," a catapult which gives each ship the same send-off, was an interesting feature of the meet. This device is the conception of one of the members of the club. This was the first time it has been used in a glider meet, and it proved so successful that it has been chartered for all future meets in the San Francisco district.

It is estimated that five thousand people witnessed the meet.

NOTICE TO BASS FISHERMEN! CLUB TO OPEN WHARF

About May 15 the Southern Pacific Rod and Gun Club will open up a 500-foot fishing wharf, in the heart of the Bay's finest fishing territory, between Port Costa and Eckley. The club's facilities for housing boats are ideal. Locker space for outboard motors, etc., will soon be available. A limited number of applications will be taken. Information may be had by addressing Bob Bryant, care Ticket Office, Oakland Pier.

Engineer Chas. Dieves is the high man for the year's prize, having registered an 18-pound bass. Dutch Radiger, one of the Coast Division's pensioned engineers, is often heard complaining about the amount of work he has to do when visiting the club house. . . . Nick McCullough would like to have some one explain exactly what a back-lash is so that, when falsely accused by that famed fisherman Pop Pingree, he may have some recourse. . . . Jimmy Simmons has been promising Geo. Owens striped bass, but, from hearsay, George is still on a vegetable diet. . . . Chas. Vincent, night electrician foreman, recently completed the building of a fine speed boat, the work on same having been done by his son.



Western Division

A. H. Walburg — Oakland Pier
H. W. Larsen — W. Alameda

Our old friends Ben Tompkins and Julia Knoepfle were married on April 7 and are now making their home in Alameda. On April 19 our co-worker Arvid "Axel" Larson took upon himself a wife. The happy couple are now honeymooning in northern Oregon and southern Washington. Congratulations and best wishes. . . . Frank Breck, who entered the service March 1, 1882, and who for many years was chief clerk to the master car repairer, was pensioned on April 1, after 50 years' service with the Company. . . . Lauren "Gigolo" Hoffman has a new Ford car and, at the rate he is going at present, he will far exceed the alloted mileage by the end of the year. . . . Our sympathy is extended to Henry Loretz and family on the death of their daughter recently after a long illness, and to the families of Conductor H. Witt and Brakeman E. Bruce, who passed away recently in the general hospital. . . . We understand "Chunky" Mullins is still spending his weekends commuting to San Francisco; also that Morgan O'Connor is spending considerable time away from home and can be seen headed in the general direction of Berkeley most any night in the week. We will withold our congratulations until further evidence can be secured.

Jack Muir is now chief clerk to master car repairer, succeeding F. Breck, pensioned. . . . We are glad to see Viola Danielson and Willa Bennett back with us pounding the keys in the comptometer bureau. . . . Dan Starratt is still receiving his mail at the general hospital, where he is endeavoring to have the kinks straightened out. Hope to see you back with us soon, Dan. . . . Millicent Carter paid us a visit recently and informed us that her husband is at present in the Merritt Hospital suffering with appendicitis. . . . W. D. Grady, outbound clerk, West Oakland, is going into the nursery business. Understand his roses are a sight for sore eyes. . . . F. J. Phillips is on his annual two, sightseeing around Texas. . . . W. A. Gernreich, assistant general yardmaster, is spending his vacation visiting the movie colony in Hollywood, thence to his beautiful summer home in the Santa Cruz mountains. . . . E. A. Sullivan, train clerk, West Oakland, was married on April 11. We note this was immediately after payday. . . . Understand Dog Silva, the baseball king of West Oakland yard office, is still scouting for S. F. Seals.

Port Costa Yard

Section Foreman John Kenney was called to San Francisco on April 15 by the death of a near relative. . . . Yardman Wm. Smith, who has been confined to the general hospital prior to a serious operation, has again resumed his duties here. . . . Yardman J. E. Garrity, who has been looking over the southern district and attending certain conventions, has returned to this neck of the woods. . . . Yardman John R. Tullis and family have been called to Illinois, due to illness in his immediate family. . . . Mrs. Thomas Do Pue was called to Iowa, due to serious illness of her father, who is not expected to live. . . . Our sympathy is extended to Yardman E. V. Nelson, who recently lost his brother. . . . Superintendent J. D. Brennan of Bakersfield paid his respects to former associates in this vicinity recently while en route house. . . . Agent Hendricks and family were Oregon visitors recently. . . . There are a lot of changes in the general layout at Port Costa and we doubt if the old timers will recognize the place. The steamer "Solano," the last of the Southern Pacific ferry steamers to operate across the Carquinez Straits in train ferry service, departed from Port Costa at 8:00 A. M., March 27, for the Marine Ways at Oakland, there to be dismantled. It will be but a short time until scarcely any evidence of the old ferry service will remain, as the slips are being dismantled rapidly by the B. & B. Department.

Electric Lines

Charles Vincent, inspector at Oakland Pier, will soon remove the side of his house to facilitate the launching of the boat he has been building, christened "The Crabe." Notice to Hap Ristan: there will be no bunks in this boat! . . . At the Webster Street line



John of bass fame

Now, to give you the straight on that 4:00 A. M. match between the horse and Assistant Superintendent C. A. Veale: From indications, it was a draw. Of course Mr. Veale was somewhat surprised when driving through Alameda to have a horse stick his head through the window of his automobile. They say a horse has an uncanny sense of knowing just when it is time to wake up these early auto drivers. Mr. Veale has had several offers to give further demonstrations on how to drive while blindfolded—but he won't accept until he finds a town without horses.

John Keesee, inspector, Electric Lines, Oakland Pier, proves in the accompanying picture that striped bass lose their wariness in the vicinity of the new Martinez bridge. This thirty-pounder was landed after a forty-minute fight by Jack and measured over three feet. . . . Everyone around the Bay probably has heard about the eighteen shop boys who chartered a boat to the Farallon Islands March 21. Klopfer and Rigby were the only ones who showed they had sea-legs. Painter Cochran, Dick Arlett and several others were very sick. Apparently the boys spent their entire time below in the bunks. Electrician Bannister, Al Hathaway caught enough fish to supply all the boys, so they all returned home with the "answer." Boy, Oh Boy, what a lot of different kind of fish there are! . . . Engineer George Buling is at the hospital. . . . Car Inspector Ray Dunbar had his tonsils removed. . . . Engineer Joe Pearce visited Agua Caliente and the "ponies." . . . Engineer Clyde Vickery, our wrestling champ, met Ad Santel at Reno recently. Oh, yes, Reno is meeting one of Engineer Joe Taylor's friends while there. . . . Engineer D. W. Lee and Seminary Inspector C. A. Cox have moved into new homes. . . . Engineer A. Menefee cut a corn on and got a pair of side wings. . . . Brakeman Jack Connelley and Inspector W. M. Davies are preparing for their transport exams. . . . Engineer C. H. McCutchen is going to Alaska, while Engineer C. E. Shaw is trying to regain his youth here.

Here's Chance to Save on Auto Supplies

Arrangements have been made with a large Super Service organization operating service stations at forty-five points on the Pacific Coast whereby employes of the Southern Pacific Company can obtain merchandise and service at preferred prices. The plan consists of issuing a fleet operaters' courtesy card which entitles the bearer to several advantages, including substantial reductions on tires and tubes; brake relining and adjusting; lubrication; oil; gasoline; batteries; washing; etc. The courtesy cards are recognized at all of the forty-five stations. For further particulars fill out and mail the form appearing below.

Southern Pacific Club,
c/o A. J. Roehl, Purchasing Agent,
65 Market Street,
San Francisco, Calif.

I would be interested in receiving further particulars in connection with the above plan.
(Print plainly.)

Name.....

Address.....

City and State.....

Occupation and Department.....

.....

Oakland Commissary

Al Bishop — H. C. Chapin

Bryan O. Heft took leave of absence and visited friends and relatives in his old Ohio home. . . . G. E. MacKinnon, assistant commissary in charge of the board office, enjoyed his vacation visiting friends in eastern cities. While Mac was away, his assistant, Henry Vickery, was taken suddenly ill but the timely pinch hitting of Superintendent A. L. Kruger, assisted by Bryan Heft and Lou Medaglia, kept the board office running on schedule. . . . Several of the pinch hitters were prominent front row members of the welcoming committee when Vickery returned. . . . Coach Cleaners Josie Whittier, Mike Burns, Carlo Somerday, A. Gunes and Jim Kontos have all spent time in the hospital. . . . Quite a few of the old timers attended the funeral of Hostler James Ellis, pensioned, in Alameda April 10.



headquarters, we find the boys admiring Lineman Contant's new Auburn. Yes, just like the one that Mr. Phelps sports or supports. . . . Lineman Feliciano is in the hospital for appendicitis or sumpiin'. . . . Foreman Bousley has a new Studebaker. . . . Bousley and "Tennessee" Sparks are hunting for a tower close enough to the ground to test out "Steam Heat" Little, who has aspirations to become a line daredevil. . . . Lineman McCole returned home yesterday to pack for a trip to the East and found his son had been injured in an auto accident. That's sure hard luck. . . . Coach Cleaners Josie Whittier, Mike Burns, Carlo Somerday, A. Gunes and Jim Kontos have all spent time in the hospital. . . .

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West Oakland Store Department ball team, in their new uniforms of blue and orange. On the back of each uniform is shown the name of a Southern Pacific train. The train named on the back of Clifford, the mascot, which does not show in the picture, is the "Owl." The players are, left to right: Fernandez, 3f, captain; Gerichten, manager; Jackson, rf; Wheatfill, utility; Schmidt, p; Vannucci, 2d b; Clifford, mascot; Wheezler, p; Ferrari, ss; Abrew, c; Panella, 1st b; Ivaldi, cf; Clifford, 2d b.

West Oakland Ball Team Leads East Bay District

The Stores Department baseball team of West Oakland was organized April 10, 1927, being composed primarily of employes of the department. From the sandlots, this team has developed with few changes into the leading amateur baseball team of the East Bay district. To broaden its scope, it is this year challenging any team within reasonable traveling distance.

Individual accomplishments of the players are as follows: First Baseman Panella signed by Joe Devine to report to the Pittsburg Pirates in the spring of 1929 and later refused to be farmed to a minor league. He was signed by the San Francisco Missions in 1930, but later secured his release. He was offered a contract with the San Francisco Seals this spring, but declined, and is still first baseman of Interstate team. He signed and played the latter two months of 1929 with Seattle in the Pacific Coast League. Declined to sign contract in 1930 and later signed with St. Louis Cardinals during which season he returned to the Stores Department, which has already defeated the store department team of the Pullman Company at Los Angeles, 12 to 1. Second baseman of this team hit a home run with two men on the paths. Who is going to be next to take them on? . . . E. E. Balling of the auditing department is watching with keen interest the inventing of a lie detector machine, as doubtless when it is perfected the position of traveling auditor will be abolished and this machine used in all stations and offices.

The correspondent has had very little time to collect new for the *Bulletin* this time, having spent her annual vacation in the hospital, but rumor says that Walter Kauffman, passenger brakeman, has a new name, and is now known as KaFee Hag (90 per cent bean removed) . . . Claude C. Brooks, conductor and local chairman of the B. of R. T., is a candidate for councilman in the fourth District in the coming election. He has many friends in the offices, as well as among the trainmen, who are watching the election with interest. . . . Charles F. Hess of the local freight has returned to service after an illness of eight months.

Miss Marian Schwartz is the new clerk in our medical department, filling the position left by Miss Hartman, who left the service to get married. . . . Having taken a header down the front stairs and one down the back stairs of the office, Ebba Erickson of the engineering department, now feels qualified to give full instructions on how to gracefully fall and not get killed. . . . The engineering department requests that Bill Thompson report at their office every Saturday with the same sweet smile that he wears when he comes in to tell them: "Everyone works until three today." . . . Anita Loos was right when she said "Gentlemen Prefer Blondes," as can readily be proven if you watch all the office cheiks at lunch time trying to rank first in the eyes of Joseph Ruge at the newsstand. She always has a good word and a smile for all and has become known as "Little Mary Sunshine." The overflow gathers around the soda fountain and vies for the attention of Pat Calhoun, who dishes out the sodas to them, but refuses to center her smiles on any particular one—the engineering department so far ranking ace high.

Los Angeles Division

D. Guida Wolfe — Supt's Off. Los Angeles

Ernie Tarrin, captain of the Los Angeles Division baseball team at the local freight office, would like to challenge any of the other division teams to some games during the summer. . . . Bob Nelson of the chief clerk's office of the Los Angeles Commissary, reports an organized baseball team in that department, which has already defeated the store department team of the Pullman Company at Los Angeles, 12 to 1. Second baseman of this team hit a home run with two men on the paths. Who is going to be next to take them on? . . . E. E. Balling of the auditing department is watching with keen interest the inventing of a lie detector machine, as doubtless when it is perfected the position of traveling auditor will be abolished and this machine used in all stations and offices.

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(See page 15 for Identifications to these pictures)

